The Signalman's JOURNAL

NOVEMBER, 1970

President Chamberlain's Message

JOHN A STRUBLE 123
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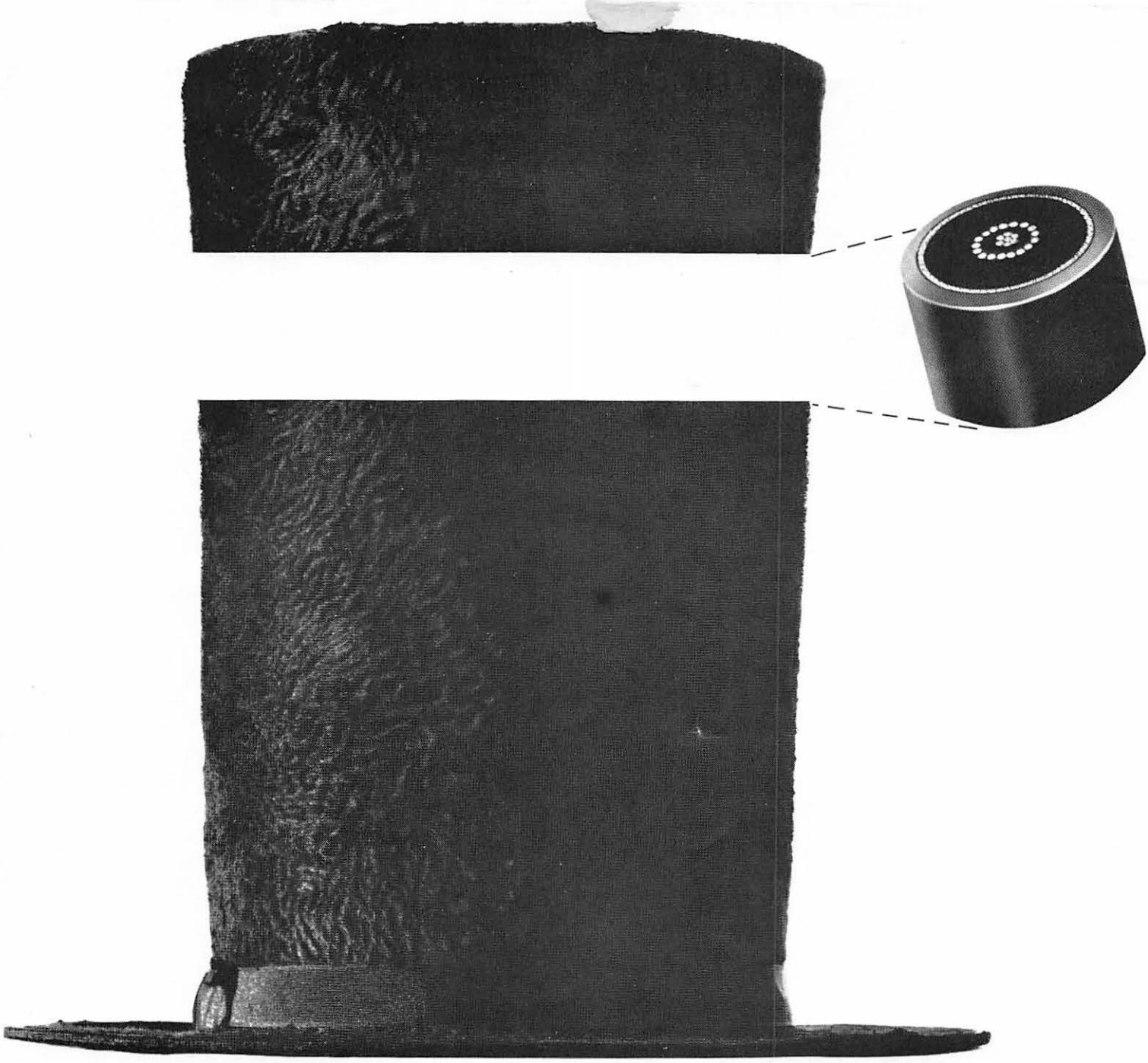

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Journal Cover Photo

A picture out of the past? Not quite, this steam train ran daily during the past summer in Northern Arizona on the White Mountain Scenic Railway.

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A Message From President C.J. Chamberlain

THE RAILROAD INDUSTRY for one reason or another, continues to find itself involved in headlines which unquestionably point out that "mismanagement" is a significant cause for the deplorable condition of some railroads.

The latest example involving a large segment of the industry which has made the headlines daily since the latter part of June 1970, involves the Penn Central Transportation Company, one of the largest corporate railroad companies in the United States.

The facts surrounding the Penn Central Railroad which led to the bankruptcy petition, certainly point out the fallacy of the idea that merging large corporations into one will result in a more efficient, profitable operation which will be beneficial to the companies, their investors, the employes and the general public.

The troubles of the Penn Central are indeed a matter of concern to those of us who happen to believe in the need and potential of a great industry to our nation's economy.

The troubles of the Penn Central should be a matter of concern to those in railroad management who desire to keep the railroad industry a private enterprise system, as public interest cannot continue to tolerate the inability of the railroads to manage their own affairs without the government intervening and bailing them out of their difficulties.

Of course, there will be those individuals who will say that the troubles which plague the Penn Central and the industry in general stem from the extreme demands of railroad labor and the rise in labor costs. To those individuals we say only, "Let's check the record to determine the facts."

The record will show that the number of employes in the industry has been reduced in the United States from 780,494 employes in 1960 to 578,302 employes in 1969. The number of employes on the properties now merged into the Penn Central Transportation Company has been reduced proportionately during that period. The corresponding reduction in the number of signal employes has resulted in signal employes being assigned to longer maintenance territories with

a decided increase in the number of complex signal devices and systems to maintain. In fact, territories are now so long that it is virtually physically impossible for the signal maintainers to maintain in accordance with standards set by the Federal government. The foregoing conditions are not confined to only the Penn Central, but exist on practically all railroads in the United States today.

The end result of such shortsighted management is a physical plant in such a deplorable condition that fast, safe movement of trains is almost an impossibility.

We could go on and on citing numerous conditions and practices existing on the Penn Central and in the industry in general that stem from gross mismanagement, however, it is quite apparent that the Penn Central and numerous other railroads are not too concerned about making any changes and are only too willing to keep up their practice of taking everything they can out of the hides of their employes.

A case in point is the general attitude and position of the Carriers in current wage negotiations. While we have not as yet even received an offer from the Carriers in our wage negotiations, we read where the industry has offered other railroad labor unions substandard wage increases which are considerably less than those being granted in outside industry and other transportation industries. The Penn Central management has made statements to the effect that they are not willing to offer any wage increases in 1970 to any of its employes.

The substandard offer of the industry in general is typical of past experiences with the industry, and they will be dealt with in due course, however, the statements of the Penn Central management are difficult to swallow and I can assure you that I can think of nothing that could be more damaging to the Penn Central reorganization efforts than to continue to make such statements. They are dead wrong if they think for one minute that their railroad employes, and the signal employes in particular, who are already working for substandard wages, are going to work without substantial increases for 1970.

It is difficult to conceive in our mind how a big property such as the Penn Central, whose current deplorable condition can be attributed in a large measure to having too many executives receiving salaries and pensions in the six figure bracket, can expect their employes to accept such statements without rebelling.

From my personal knowledge gained from my contact with our members, their determination has never been greater to fight for a decent wage increase, and I can assure you that we are prepared to go the route, not only on the Penn

(Cont'd. on next page)

Congress Passes Rail Passenger Bill

CONGRESS PASSED AND SENT TO PRESIDENT NIXON FOR HIS signature a bill establishing a Rail Passenger Corporation to take over and operate intercity railroad passenger service.

Final Congressional action came after the Senate had approved a bill passed earlier in the House.

In the bill, state and regional agencies would have to pay two-thirds of the operating deficit to keep running trains which the corporation wishes to drop.

A Federally sponsored corporation will be formed and will start taking over railroad passenger service next March. It will take two or three years for the corporation to become fully operable, according to Congressional sponsors of the bill.

The National Railroad Passenger Corporation will assume ownership of unprofitable intercity passenger trains. There are only about 450 intercity trains now operating in the Unted States.

It is hoped that the Corporation will be able to revitalize rail passenger service and perhaps eventually expand such service on intercity routes.

Railroads signing contracts with the corporation would pay a price, based on their passenger losses, in cash or equipment. In return, the railroads would receive common stock in the corporation and be entitled to elect three of its 15 directors. The corporation also would sell preferred stock to private investors, who would elect four directors. The eight other directors would be appointed by the President.

The corporation's organization would be similar to that of Communications Satellite Corporation and like that corporation would be intended to make a profit.

The Railroad Corporation will get $40 million in direct Federal Assistance to help it get started. It will also receive $100 million more in Federal loans and guarantees to upgrade railroad beds and to acquire rolling stock. An additional $200 million in Federal loans and guarantees would be authorized to subsidize the cost incurred by railroads signing contracts with the corporation.

Railroads joining the corporation would be relieved of future responsibility to operate intercity passenger trains on their own. Any railroad declining to join the corporation couldn't discontinue any of its passenger service during the next five years.

Observers feel confident an aggressive management dedicated to good service can attract riders back to the rails and that there is little likelihood that drastic service cuts will be sought.

Transportation Secretary Volpe said the resounding margin by which the bill was passed, 78 to 3 in the Senate and by unanimous voice vote in the House, reflects "the importance Americans attach to continuing and improving intercity rail passenger service for fast, convenient and comfortable travel between urban areas as a matter of public convenience and necessity.

"This act envisions a national system of intercity rail passenger service as a means of transportation superior in terms of speed and convenience to that offered today and of a quality and dependability that will bring back a high level of patronage," he said.

Rep. Richard L. Ottinger (D. NY) an ardent fighter for mass transit legislation, stated he considered the measure vitally important in restoring rail service to its proper role in America's transportation system.

President Chamberlain's Message

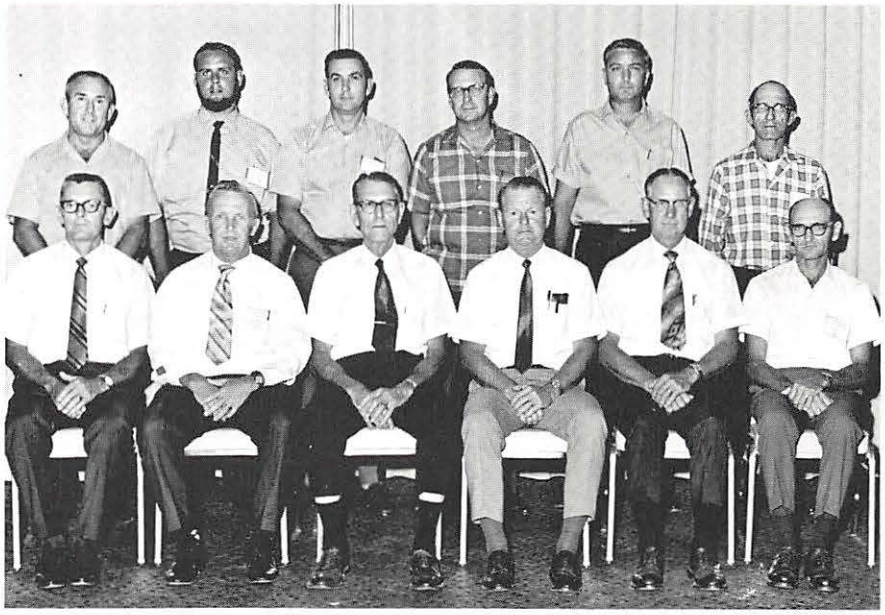
(Cont'd. from page 226)

Central, but on all railroads to get a satisfactory wage increase.

We keep hoping that some day the atmosphere between labor and management in the railroad industry will improve to the point where we can pool our efforts in joint endeavors to correct or remove inequitable regulations, taxes, etc., that are imposed solely on railroads and are not applicable to other competitive forms of transportation. Such mutual endeavors would unquestionably benefit the industry and its employes and could result in a more efficient competitive form of transportation.

Unfortunately, the present atmosphere on most railroads is such that all of our time is spent trying to keep the management from chiseling on agreements that were supposedly negotiated in good faith.

Maybe that day will come when conditions will improve and hopefully it will be soon, as the railroad industry, if it keeps on its present course with its present attitudes toward its employes, can expect that public interest will demand nationalization of the railroads.



The Santa Fe System General Committee was well represented at our 38th Regular Convention in Las Vegas by the delegates shown above seated left to right: W. B. Harwell, Jr. (161), R. R. Van Vacter (156), General Chairman W. H. Lewis, L. R. Silva (173), C. M. Page (33), and W. L. Gladbach (20). Standing, left to right: W. L. Ellison (121), D. L. Walters (156), E. A. Kidd (121), H. E. Trice (161), J. R. Riggs (20), and Artie Cleeton (33).

B. of R. S. Annual Financial Report

by R. T. Bates, Secretary-Treasurer

THE FISCAL YEAR OF THE Brotherhood of Railroad Signalmen ended June 30, 1970, and in accordance with the provisions of Section 61 of Article 1 of our Constitution, we have followed the instructions of the Grand Board of Trustees and submitted the records of Grand Lodge to the firm of Robert Tague & Company for our annual audit. The report has been received from our auditors and on September 1, 1970, a copy of the report was sent to each Recording Secretary of our Subordinate Lodges. For the benefit of our entire membership the report is reproduced on the following pages.

The report shows that our General Fund income for the fiscal year ending June 30, 1970 from all sources total $620,095.99. This represents an increase of $52,649.39 over the General Fund of $567,446.60 received for the fiscal year ending June 30, 1969. However, Special Assessments during the fiscal year accounted for $149,612.66 of the total income for the year ending June 30, 1970, and had this income not been realized, our total income for the fiscal year would have been $470,483.33, a decrease of $96,963.27 compared with the prior fiscal year's income.

Our Contingent Fund balance increased from $199,956.47 on June 30, 1969 to $216,905.35 on June 30, 1970, a gain of $16,948.88.

During the fiscal year ending June 30, 1970 strike benefits amounting to $10,724.64 were paid to our members who are on strike against the Florida East Coast Railway. Our records show that we have spent more than $247,000.00 of our Brotherhood's funds to pay for our share of providing assistance to our Florida East Coast members.

In addition, we paid strike benefits of $3,234.78 to our members on the Quebec North Shore and Labrador Railway.

At the present time we are paying strike benefits to, and/or insurance premiums for *12* members who are still manning the picket lines on the Florida East Coast Railway. The strike has been in effect for more than seven and one-half years and it is our intention to furnish all the assistance necessary to our F.E.C. members until such time as

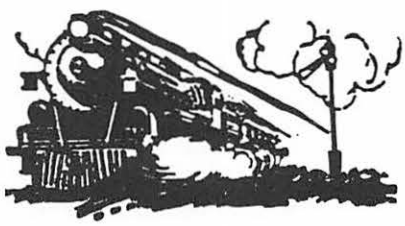
the strike is brought to a successful conclusion.

Our Building Fund income for the fiscal year was $10,042.60. This represents an increase of $356.05 over Building Fund income of $9,686.57 received for the fiscal year ending June 30, 1969. However, the expenses of maintaining our building and premises in good condition increased during the fiscal period, causing a decrease of $2,266.84 in this fund.

The Signalman's Journal Fund had a balance of $9,286.93 on June 30, 1970 an increase of $1,446.54 when compared with the June 30, 1969 balance of $7,840.39.

The total real assets of the Brotherhood increased from $808,812.09 to $884,342.03 during the fiscal year. The General Fund, Journal Fund and Contingent Fund all had increases during this period, only the Building Fund had a decrease during the past fiscal year.

The General Fund is the operating fund of our Brotherhood, and because of increased costs to this fund, it was necessary to levy Assessments Nos. 5, 6, and 7 during the 1970 fiscal year. There are several reasons for an increased drain on our operating or General Fund. Negotiation of National moves, independent of other organizations, such as our October 1, 1969 wage case and March 18, 1970 fringe benefit notice, are among these causes. Rising costs due to inflation are reflected throughout our every day operation, including convention expenses, health and welfare negotiations, efforts to improve the Railroad Retirement and unemployment and sickness acts benefits continue to show increases in costs.



During the current fiscal year we will complete negotiations on our current wage case and fringe benefit notice, and we will no doubt incur heavy expenses in connection with these movements. We must also recognize that we are increasing our liabilities each day because of our current wage case. We expect to receive a substantial wage increase because of this movement for our entire membership. Grand Lodge Officers and employes receive the same wage increases enjoyed by the membership, and we anticipate that back pay to January 1, 1970, the date the wage case is retroactive to, will be a considerable amount. Even though the independent wage and fringe benefit movements require us to expend substantial amounts, we feel, and are sure the majority of members agree, that it is only through such negotiations that we will ever be able to cause the carriers to recognize our skills and compensate us at a rate justified by our skills and responsibilities.

The independent moves depend heavily upon the full support of our entire membership, as well as the Local Lodge and General Committee Officers.

At this time, we wish to thank our Local Lodge and General Committee Officers for their cooperation and untiring efforts. We also appreciate the interest and loyalty of our members who are the backbone of the organization.

We are optimistic about the future and are confident that at the end of our next fiscal year we will be able to look back on further accomplishments.

Statement Issued By
Robert Tague & Co., C.P.A.

We have examined the balance sheet of the Brotherhood of Railroad Signalmen (a voluntary unincorporated organization) at June 30, 1970, and the related statement of income and capital of the several funds for the year then ended. With the exception that we did not communicate directly with the members for the purpose of verifying the amounts of per capita tax and other fees, our examination was made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statement of income and capital of the several funds present fairly the financial position of the Brotherhood of Railroad Signalmen at June 30, 1970, and the results of its recorded transactions for the year then ended in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Comments relative to the balance sheet amounts and our examination of them follow.

Brotherhood of Railroad Signalmen

Balance Sheet June 30, 1969

EXHIBIT A

	Combined	General Fund	The Signalman's Journal Fund	Contingent Fund	Building Fund
ASSETS					
CURRENT ASSETS:					
Cash	$342,339.36	$204,725.21	$11,475.97	$112,815.81	$ 13,322.37
Securities—at cost	391,170.07	289,593.75		101,576.32	
Accounts receivable:					
Accrued interest	9,321.74	6,808.52		2,513.22	
Others	1,856.13	1,353.64	502.49		
Prepaid expenses	2,625.43	2,375.74			249.69
Total current assets	747,312.73	504,856.86	11,978.46	216,905.35	13,572.06
FIXED ASSETS:					
Land—at cost	12,000.00				12,000.00
Building—at cost $148,163.52					
Less reserve for depreciation 39,446.73	108,716.79				108,716.79
Office furniture and equipment—substantially at cost 53,419.94		15,250.01			
Less reserve for depreciation 38,169.93	15,250.01	15,250.01			120,716.79
Total fixed assets	135,966.80				
OTHER ASSETS:					
Interest in the Labor Cooperative	1,062.50	1,062.50			
Educational and Publishing Society—at cost	$884,342.03	$521,169.37	$11,978.46	$216,905.35	$134,288.85
LIABILITIES					
CURRENT LIABILITIES:					
Accounts payable	$ 14,128.81	$ 11,685.00	$ 2,367.95	$	$ 75.86
Accrued payroll taxes	7,587.58	7,264.00	323.58		
Accrued real estate taxes	6,425.81	6,425.81			
Total current liabilities	28,142.20	25,374.81	2,691.53		75.86
CAPITAL:					
Exhibit B	495.794.56	495,794.56			
Exhibit E	9,286.93		9,286.93		
Exhibit F	351,118.34			216,905.35	134,212.99
	$884,342.03	$521,169.37	$11,978.46	$216,905.35	$134,288.85

EXHIBIT B

BROTHERHOOD OF RAILROAD SIGNALMEN
GENERAL FUND

Statement of Income and Capital
Year Ended June 30, 1970

INCOME:		
Per capita tax		$427,204.77
Initiation fees		8,678.00
Grand lodge dues		1,175.35
Special assessments		149,612.66
Supplies and postage		5,139.64
Interest and dividends		24,372.96
Subordinate lodge bonds—net		820.25
Sale of training books		3,012.36
Charter fees		80.00
		620,095.99
EXPENSES (Exhibit C)		**556,536.26**
NET INCOME		**53,559.73**
CAPITAL—June 30, 1969		**442,234.83**
CAPITAL—June 30, 1970		**$495,794.56**

EXHIBIT C

BROTHERHOOD OF RAILROAD SIGNALMEN
GENERAL FUND

Statement of Expenses
Year Ended June 30, 1970

Salaries:		
Grand lodge officers (11)		$109,810.54
Grand lodge representatives (5)		50,568.00
Special representation		2,077.43
Office employees (16)		73,686.10
Director of Research		12,822.00
Traveling expenses:		
Grand lodge officers (Exhibit D)		51,825.26
Grand lodge representatives (Exhibit D)		17,760.79
Special representatives		2,401.20
Director of Research		3,911.65
Pensions—retired Grand Lodge officers (Exhibit D)		1,532.00
Office supplies and stationery		10,360.16
Postage		6,788.55
Telephone		8,709.11
1961 rules and wage movement		1,000.00
1966 rules and wage movement		750.00
1969 wage movement		28,516.83
1969 health and welfare movement		540.00
1970 fringe benefit movement		1,976.55
Railroad retirement tax		17,722.54
Unemployment insurance tax		4,454.84
Railway Labor Executives' Association		15,820.00
Canadian Railway Labour Executive Association		582.21
Per capita dues and special assessments: A.F.L.-C.I.O.		9,933.50
Canadian Labour Congress		1,320.00
Maintenance of office equipment		1,178.52
Railway publications and statistical data		836.28
Printing of awards		1,491.57
Membership cards		560.50
Rent:		
Winnipeg, Manitoba, Canada	$ 420.00	
Montreal, Canada	860.60	
Bristol, Tennessee	600.00	
Paducah, Kentucky	480.00	
Washington, D.C.	918.00	
Littleton, Colorado	900.00	4,178.60
Attorney fees		14,224.22
Accounting fees		1,450.00
Fidelity bonds—Grand Lodge		206.58
Professional services		1,200.00
Building expense—real estate taxes		6,704.18
Contributions		304.00
Insurance		1,546.51
Depreciation of office furniture and equipment		2,058.17
Express charges		9.58
Training books		542.50
Group insurance		10,646.28
Flowers		114.74
Safety deposit box rental		7.00
Personal property taxes		17.46
Exchange and duty		1,180.11
International executive officers expense		25.00
Photographs		526.34
Membership fee—Association of American Railroads		40.00
Retirement dinner—Chicago		189.01
General committee refunds		250.52
1970 directories		789.00
Employment agency fees		710.24
Membership survey		8,940.52
National reporting officers		25.00
Registration and conference fees		56.50
1970 convention expense		8,530.18
Advertisement in Federation News		125.00
Subscriptions		15.00
Allocations to other funds:		
Signalman's Journal Fund (Exhibit E)	$34,517.28	
Contingent fund (Exhibit F)	18,968.45	
Building fund (Exhibit G)	9,502.16	62,987.89
		$566,536.26

EXHIBIT E

BROTHERHOOD OF RAILROAD SIGNALMEN
THE SIGNALMEN'S JOURNAL FUND

Statement of Income and Capital
Year Ended June 30, 1970

INCOME:		
General fund allocation		$34,517.28
Advertising		7,636.50
Subscriptions		150.50
Interest on savings account		50.25
		42,354.53

EXPENSES:		
Publication costs		
Printing and mailing	$23,989.09	
Articles	316.00	$24,305.09
Salary—Manager		12,642.00
Manager's expenses		879.73
Postage		479.25
Subscriptions and books		33.00
Stationery and supplies		42.60
Photographic work and camera supplies		364.74
Group insurance		510.16
Unemployment insurance		192.00
Railroad retirement tax		799.68
Transportation		522.90
Exchange and duty		(.16)
International Labor Press Assn. dues		100.00
Registration fees		32.00
Midwest Labor Press Assn. dues		5.00
		40,907.99
Net income		1,446.54
CAPITAL—June 30, 1969		**7,840.39**
CAPITAL—June 30, 1970		**$ 9,286.93**

EXHIBIT F

BROTHERHOOD OF RAILROAD SIGNALMEN CONTINGENT FUND

Statement of Income and Capital
Year Ended June 30, 1970

INCOME:		
General fund allocation		$ 18,968.45
Interest and dividends		11,949.00
		30,917.45
EXPENSES:		
Strike benefits:		
Florida East Coast Railroad	$10,724.64	
Quebec North Shore & Labrador Railroad	3,234.78	
Bank charges	9.15	13,968.57
Net income		16,948.88
CAPITAL—June 30, 1969		**199,956.47**
CAPITAL—June 30, 1970		**$216,905.35**

EXHIBIT G

BUILDING FUND

Statement of Income and Capital
Year Ended June 30, 1970

INCOME:		
General fund allocation		$ 9,502.16
Interest on savings account		540.44
		10,042.60
EXPENSES:		
Trustees' fees for holding title	$ 20.00	
Decorating building	1,655.00	
Fuel oil	719.70	
Maintenance and operations	1,111.45	
Utilities	2,609.94	
Depreciation	3,819.88	12,309.44
Heating plant repairs	2,373.47	
Net loss		2,266.84
CAPITAL—June 30, 1969		**136,479.83**
CAPITAL—June 30, 1970		**$134,212.99**

Signalmen Opposed to Loan Proposal

A PROPOSAL THAT ONE billion dollars from the Railroad Retirement Trust Fund be set aside for federally guaranteed loans to railroads at ½ percent above the prime rate is opposed by the Brotherhood of Railroad Signalmen.

In testimony before the Senate Surface Transportation subcommittee headed by Senator Vance Hartke (D.Ind.) the Clerks' President C. L. Dennis and Executive Director L. E. Dennis suggested a new method for making $1 billion of capital available to railroads for improvement of their facilities. The plan also would boost the interest yield now earned by the Railroad Retirement Fund.

After reviewing the proposal, President Chamberlain stated it is the opinion of our Brotherhood that such a proposal should not merit serious consideration by any committee of Congress.

He said the proposal represents a complete departure from the sound principles that have been followed from the beginning of the Railroad Retirement System thirty-five years ago.

If our government is to lend money to railroads or other corporations allegedly in distress, or is to guarantee loans made by others, it surely can do so without involving this and other funds that exist for the payment of pensions to aged or disabled workers and their survivors, Chamberlain said.

It was also pointed out that recent legislation that increased Railroad Retirement annuity benefits also made certain changes in the interest income and provided for a study commission to review the retirement system and make recommendations by June 30, 1971.

There is no doubt the study commission's report will include recommendations to insure future solvency of the Railroad Retirement System for its present and future beneficiaries. For this reason, consideration of this proposal by the Senate Surface Subcommittee appears to be inappropriate.

Financial Effects of Recent Legislation on The Railroad Retirement System

DURING THE PAST FEW months much has been written about the financial condition of the Railroad Retirement System. Final passage of legislation increasing retirement annuities by 15 percent also called for the appointment of a five-member Study Commission.

The annuity increase as provided in H.R. 15733, is temporary and will expire on June 30, 1972. It is hoped that this Study Commission will recommend legislation to make this increase permanent.

Because of the many questions from our members and requests that our Signalman's Journal give a detailed report, we have discussed the issue with the Retirement Board and will report all appointments and information as they take place.

At our convention, both Howard W. Habermeyer, Chairman of the Retirement Board, and Neil P. Speirs, Labor Member, addressed the delegates.

Chairman Habermeyer explained the first thing he looks at when a bill is proposed to increase retirement benefits is to find out how they propose to provide the additional revenues needed to pay those benefits. He stated that while he may be called a "scrooge" by many, he felt a solemn responsibility to the people who are still working, paying taxes, expecting some day to draw a benefit for themselves.

Labor Member Speirs noted that the retirement system is not a fully-funded system but is partially funded on a pay-as-you-go basis. Thus, the generation now in the work force supports the generation of retirees, and they in turn can be supported in retirement by those then productive.

The decrease in the work force in the railroad industry has had the greatest effect on the retirement fund. Each year as this work force decreases the burden of support falls more heavily on those working.

Below is information provided by the Retirement Board on the deficit before the legislation was passed, what the Study Commission will consider, and what the deficit is after passage of H.R. 15733.

The recent amendments to the Railroad Retirement Act provided for a 15-percent increase in railroad retirement benefits paid under the regular formulas, a change in the method of computing interest on the railroad retirement account, and the creation of a commission to study the railroad retirement program. The benefit increases were limited to annuities payable between January 1, 1970 and June 30, 1972. The reason for this limitation will be explained below.

The actuaries of the Railroad Retirement Board have recently completed the eleventh actuarial valuation of the railroad retirement program. This valuation did not include the effects of the recent amendments. It indicated that even without these amendments, the program was operating on a moderate actuarial deficiency (which was not considered serious for a program of the size and scope of the railroad retirement system) of about $31 million per year as of the end of 1968. Thus, the program was not in a position to absorb any additional costs which were not accompanied by adequate financing.

The bill originally introduced into the House of Representatives called for the 15 percent to be on a permanent basis. It was estimated that the additional costs of this benefit increase would amount to about $86 million per year on a level basis. The bill also provided for additional financing through a change in the method of determining the interest rates to be earned on the railroad retirement account but this provision was strongly opposed by the U.S. Treasury Department. The actuaries of the Railroad Retirement Board estimated that this change in the interest rates would provide additional income of $26 million per year. Thus, the net additional cost of the bill would have been about $60 million per year on a level basis.

"Why, yes, it will be a steady job—unless my wife sees you!"

It was felt that enactment of the bill as originally introduced would seriously endanger the continued operation of the railroad retirement program. However, it was also recognized that railroad retirement beneficiaries needed an increase in benefits to parallel the 15-percent increase which was granted to social security beneficiaries at the beginning of 1970. A compromise was therefore reached which provided that the benefits were to be increased for the period from January 1, 1970 through June 30, 1972 and a study commission was to be created to seek means of making the increase permanent or, if necessary, to recommend changes in the program. This commission is to complete its studies by June 30, 1971 and it is hoped that legislation to take care of this situation will be enacted before the 15-percent increase expires on June 30, 1972.

According to the law, the study commission is to consider the following:

1. The necessity of making railroad retirement increases parallel those given to social security beneficiaries.
2. The necessity of adjusting railroad retirement benefits to keep pace with the cost of living.
3. The adequacy of benefit levels for various classes of individuals.
4. The feasibility of covering various classes of railroad retirement beneficiaries directly un-

Penn Central Bid For Wage Freeze Rebuffed

THE BANKRUPT PENN CENtral Railroad will not be allowed to make its 50,000 employes the scapegoats for inefficient money management, two rail union leaders announced.

C. L. Dennis of the Railway Clerks and Harold C. Crotty of the Maintenance of Way Employes challenged a claim by Penn Central trustees that a wage increase for employes this year would be "unrealistic."

The claim was made as a presidential emergency board continued its efforts to get a wage settlement with all major railroads before Nov. 4, the extended deadline for reaching voluntary agreement. If the board fails, union members will be free to take strike action after 30 days, and management will be free to lock out its clerks, waymen, dining car employes and United Transportation Union members.

Dennis said in a statement that about 20 percent of Penn Central's union employes "already have received a wage increase for 1970, and all of Penn Central's management and supervisory personnel have received salary increases for 1970."

He called it "highly unrealistic for the trustees to believe that they will be allowed to take their cash flow out of the hides of workers who have waited since last Jan. 1 for a legitimate increase in wages. They will not be allowed to do that."

Dennis said "no corporation has the right to exist" by paying substandard wages "and this union warns Penn Central that it had better forget such nonsense."

Crotty expressed the belief that Penn Central, which is a party to the current wage negotiations, is subject to the same rules as other railroads and can ask no special privileges because it filed a bankruptcy petition.

Penn Central employes total nearly a fifth of the 400,000 union-represented workers who have been trying for many months to negotiate a wage hike from their employers.

Negotiators for the four unions point out that Penn Central, the largest U.S. railroad, has some $7 billion in assets and can if necessary sell some of them to meet its obligations. In addition, they report, the Penn Central president concontinues to draw his $165,000 yearly salary; the four trustees in bankruptcy will be paid up to $300,000 a year for their time and the road's many vice presidents average $60,000 a year each in salary.

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der the social security program.

5. The necessary changes in the financing provisions of the railroad retirement program in order to continue the 15-percent increase on a permanent basis.
6. The various means of increasing the income of the program such as increasing the tax rates, increasing the maximum earnings on which taxes are levied, the possibility of a subsidy from general revenues, and changes in the investment policy of the railroad retirement program.
7. The feasibility of merging the railroad retirement and social security systems.
8. Any other such matters which the members of the commission deem necessary.

The bill, as finally passed, calls for additional benefit payments for the period January 1, 1970 through June 30, 1972, amounting to about $350 million. However, there was a change in the law regarding the interest rate to be earned by the railroad retirement program which will provide $27 million of additional interest income during the next 8 years. Further, the Treasury agreed to cash the securities with the lowest interest rate whenever it was necessary to redeem bonds in order to pay benefits and this will provide $168 million of additional interest income during the next 8 years. Thus, if interest on the amounts is ignored, the additional benefit payments exceed the additional income by $155 million. It is felt that this amount can be absorbed in the expectation that corrective legislation will result from the study by the commission.

New CN pension changes

FURTHER CHANGES IN THE 1959 Pension Plan which will permit employees who qualify under an age-plus-years-of-service formula to retire at age 60 with full pension benefits earned to the date of retirement, have been announced by the Canadian National Railways.

R. H. Tarr, CN vice-president and chairman of the pension board says the improvement in the pension plan was an amendment to the early voluntary retirement rule of the 1959 plan. The new amendment became effective with retirements on or after September 30, 1970.

Must Total 85

It provides for early retirement at age 60 or more without reduction of the pension earned to the date of retirement, for all employees whose age and allowable service total 85 or more.

The amended rule will provide for early retirement either at the option of the employee or on the initiative of the company but will not supersede the provisions of any collective agreement and established practices relating to any bargaining unit.

Under the old rule, an employee could retire at age 55 or over if his age and allowable service totalled 85 or more, but all early retirement pension payments were reduced according to a scale based on the number of years short of 65 at retirement date.

Second Change

This is the second major change made in the CN Pension Plan recently. In August, the 1959 plan was reopened to contributory and non-contributory members of the 1935 plan as well as widows and pensioners in receipt of contributory pensions under the 1935 plan. The move allows such employees to improve substantially their pension benefits in most cases.

A STRONGER UNION
INSIST ON THIS UNION LABEL
in all women's and children's apparel
ILGWU
PATRONIZE all UNION PRODUCTS AND SERVICES

YOUR WASHINGTON Reporter

By Richard J. Calistri

THE PAST CONGRESS (THE 91st) will go down in history as one that passed more legislation of concern to railway labor than any other. Railway unions were in the forefront of successful battles for this legislation.

One of the latest of the measures put through Congress was a trail-blazing railroad safety bill, for which the unions had fought long and hard. It's known as the "Federal Railroad Safety Act of 1970" and it was hailed by rail labor spokesmen as "the strongest safety bill of any kind that has ever been passed by Congress."

As heretofore reported, the bill in its final form represented a "compromise" between versions previously voted by the Senate and House, but it was stronger than the Senate measure, particularly on one significant provision.

That provision, as passed, gives the states powers to act on safety enforcement if the federal government fails to proceed. States may adopt and enforce more stringent rail safety laws or regulations than the federal standards "when necessary to eliminate or reduce an essentially local safety hazard."

Further, where the U.S. Department of Transportation fails to act within 90 days on a violation, a state may move in, sue in court and seek to "assess and collect the civil penalty" against the infringing railroad.

In general, the bill gives the DOT authority, for the first time, to issue regulations covering all areas of safety in railroad operations. Present laws cover only about 5 percent of the causes of rail accidents.

Also, the measure contains penalties of up to $2,500 for each safety violation, and it provides the DOT with broad emergency powers to act, including a resort to injunction orders, in efforts to eliminate serious safety hazards.

Rep. Harley Staggers (D., W. Va.), chairman of the House Interstate Commerce Committee, and Sen. Vance Hartke (D., Ind.), chairman of the Senate Surface Transportation subcommittee, played major roles in putting through the legislation, which eventually secured unanimous bipartisan support.

* * *

Earlier in the Congressional session, rail unions won enactment of legislation which extends the supplemental pensions for long-service railroaders into perpetuity, with the unions free to seek improvements in the level of benefits by 1974.

"Union meeting?...Gosh, I'd like to, Fred, but I don't have time!"

Also, the unions secured adoption of legislation giving Railroad Retirement beneficiaries a 15 percent boost in benefits, retroactive to January 1, 1969, and they fought to secure enactment of a further increase in the benefits.

* * *

Another highly-significant legislative milestone achieved in Congress was passage of the bill which cuts the maximum 16-hour work day that has prevailed on U.S. railroads since the Hours of Service Act was passed in 1907.

The measure, later signed by President Nixon, requires the carriers to reduce the maximum to 14 hours a year from now, and then 12 hours two years later. Included in the bill are safeguards sought by unions defining hours of duty as including interim rest periods of less than four hours at designated terminals, and time spent in "deadheading" to a duty assignment. Also, unions were left free to negotiate shorter maximum hours of service.

On this legislation, too, Staggers and Hartke were in the forefront, but many other progressive members of Congress aided in the endeavor.

* * *

Further, at this writing, the unions were battling to win final enactment of legislation setting up a semi-public corporation to take over intercity passenger trains from the railroads and operate a basic system of such service on a unified basis.

The legislation cleared the Senate last May by an overwhelming majority of 70 to 3. Then more recently, the bill was reported out by the Interstate Commerce Committee to the House for action, but with significant improvements over the Senate version.

Under the House language, a total of $340 million in federal grants, guaranteed loans and emergency assistance would be authorized for the new corporation, almost double the amount voted by the Senate.

The bill provides that the U.S. Secretary of Transportation shall designate trains required for a basic national rail passenger system. The new corporation would, it's estimated, take over about 80 percent of the remaining intercity trains.

The carriers, for their part, would have to contribute toward the funding of the new corporation by pur-

chasing specific proportions of its stock, and in return they would be relieved of the necessity of operating money-losing trains. If they fail to participate, they would be barred from dropping any trains before 1975.

Rail unions and the carriers jointly backed this legislation, as did other groups, as a means of halting the "slaughter" of the nation's remaining intercity passenger runs.

On this legislation, too, Staggers and Hartke played leading roles. On the Senate side, Winston Prouty of Vermont also took a prominent part.

* * *

Among other measures, Congress was moving toward final adoption of legislation to curb multiple state tax deductions from railroaders whose work carries them across state lines.

Also, both the Senate and House passed—and sent to the President—a bill providing for a one-year extension of the high-speed ground transportation research program, under which the Metroliner service between Washington and New York was established. The bill authorizes $21.7 million to continue for another year the legislative authority for the program, which also encompasses research on tracked-air vehicle capable of traveling up to 300 miles an hour.

Some Congressmen sought to increase the authorization by another $15 million because of the great needs in this field, but they lost in the effort. The $21.7 million, while welcome, was described as relatively a drop in the bucket compared to the huge sums made available for highways, airways and such planes as the Supersonic Transport (SST).

* * *

In the next session of Congress, rail unions and the railroads expect to push efforts to secure legislation implementing the ASTRO program developed by the carriers. The letters stand for America's Sound Transportation Review Organization.

The program contemplates comprehensive revitalization of the railroads through acquisition of new rolling stock, rail and tie replacements, revamping of roadway and structure, and other forms of modernization. The railroads figure they will need $36 billion in the next decade to do this job, and that the government will have to supply at least $10 billion of that if the goals are to be met.

Also, the program calls for an end to discriminatory treatment of the railroads compared to other forms of transportation; exemption of rail facilities from local property taxes; merging of the present highway trust fund into a single transportation fund, which could be used in part to aid the railroads; equal regulation of all modes of transportation; government action to preserve passenger service, and various other steps.

Live A Little Longer

EMERGENCY CARE

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

ONE OF OUR GOOD NEIGHbors called my wife on the phone in tears the other day, saying she had hurt her wrist severely playing tennis, and was unable to get her doctor. It was hurting her badly and she didn't know what to do.

With doctors being so busy and so scarce, it is difficult to get prompt service these days for such relatively minor injuries. Even my wife knew that getting the wrist X-rayed was called for. I had just returned from my hospital confinement and was of no use but to suggest that my wife take her to the emergency room at the hospital. Through the years, with two active, athletically inclined boys, we learned that the quickest way to get an injury cared for was to rush to the emergency division of a good hospital.

In this case, my wife got our neighbor comfortably placed in her car and in half an hour had her in the emergency room of our chief teaching hospital. In the past, my experience with this hospital had been prompt and efficient. But not this time.

Four hours for X-ray

It took about four hours to get the X-ray and a diagnosis. Staff physicians were interested in anything but giving relief to some one in pain. At least this was our neighbor's impression. Of course, it was lunch time. There was no crowd waiting, however. There seemed to be an air of unconcern in the atmosphere.

The X-ray had to be viewed by a radiologist for an exact diagnosis. The patient thought there was too much delay for this. Obviously, the team of the emergency staff were not clicking. Fortunately, there was no dislocation or fracture. All that was needed was a supporting elastic bandage and a few days' rest for the discomfort to disappear. All ended well, but it took too long.

What other procedure could have been recomemnded in this case? She could have been referred to an X-ray specialist. In most good-sized communities there are groups of radiologists who are equipped to take all kinds of X-rays. Taking such a simple film would have been easy and quick if there were no waiting. It might have taken some time to find such a group, free to fit her into their schedule. They, too, are busy much of the time.

This question of where is best to send emergencies is much discussed and we do not seem to have a final answer. Some hospitals frown upon having too many emergencies. Naturally a flood of them easily overloads their staff. Furthermore, hospitals try to keep such cases in the hands of private practitioners. But more and more there is a feeling that a community hospital which takes major ambulance cases should be equipped to handle the minor problems, too.

Role of hospital

In this particular instance my wife was performing an ambulance type of service. If a citizen cannot get a doctor when hurt, then surely the community hospital should stand ready as the chief emergency center. What experiences have you had in such injuries? I would be pleased to have you write me about them. Address your letter to Dr. Sawyer, 909 Machinists Bldg., Washington, D.C. 20036.

news from Canada

Unions protest CNR, CPR 'strangling'

RAILWAY UNIONS SAY that the CPR and the CNR are "systematically strangling" passenger service throughout Canada, and are doing so "apparently in collusion with the Canadian Transportation Commission."

At a conference in Ottawa, spokesmen for the unions announced plans for a $35,000 advertising campaign to alert the public to what is happening.

They issued a statement saying CTC Chairman J. W. Pickersgill "has given the railways' anti-passenger policies his unqualified blessings." It said the railways—"CP Rail in particular, although CN now is openly following the same tactics"—have been deliberately downgrading passenger operations. They were rearranging or reducing schedules to inconvenient hours, eliminating or reducing services, raising fares to non-competitive levels, and reducing the number of passenger trains.

The unions are the Brotherhood of Railway, Airline and Steamship Clerks, the Canadian Brotherhood of Rail, Transport and General Workers, the International Association of Machinists and the United Transportation Union.

The statement says that in an address Pickersgill told the Canadian Manufacturers' Association the railways had the CTC's green light to get out of the passenger business now using any and all avenues open.

"CP Rail responded by filing public notice to reduce its Montreal-Ottawa service, taking full advantage of a loophole in the National Transportation Act, which calls for public hearings only in the event of a complete abandonment of services."

These tactics effectively defeated Pickersgill's assurance in a Dec. 2, 1969, press conference "that full public hearings will be held before any decisions are made to discontinue uneconomic railway passenger train service."

Spokesmen said in a press conference that the unions are placing several newspaper and radio advertisements to alert people to what the railways are doing.

Charles Smith, Chairman of the Canadian Railway Labour Association, extending greetings from the Canadian Railway Labour Association, stated:

One cannot help being concerned by the obvious deterioration in the relationships between management, labour and government. It is difficult indeed to be optimistic when conflicting opinions generate a climate of bitterness between leaders, and frustration and anxiety in the rank and file union membership. The majority of our railway unions are rapidly approaching the termination date of their contracts, and what could be the most exacting and complex period of negotiations ever to confront them.

He also stated never in the history of our unions has it been more essential that action be co-ordinated; solidarity is vital if our efforts to obtain a justifiable settlement of contract issues is to prevail against those who would divide and conquer. The attempt to make labour the scapegoat for inflation has been vigorously rejected; we shall never agree that any government should be allowed to usurp the right of free collective bargaining by restraining wages while permitting other income and unearned income to run free.

He pointed to a policy that has for its objective the deliberate creation of unemployment as a means to fight inflation is despicable in a country such as ours. As one travelled the highways this summer, it was discouraging to note the hundreds of young people hitch-hiking across the country looking for work —no place to sleep when they reached the cities, and no hostels provided as in other countries. These are the youth of our country who should be actively employed producing the schools, hospitals and homes so urgently needed.

He asked how can one subscribe to such a negative policy—one which says it is better to keep them trudging the highways, out of work, in order to fight inflation—and at the same time take note of the excessive profits of our banks and other financial institutions? The youth of today will not long tolerate such conditions; they have the right to education, and the right to an opportunity to enter the productive labour field when they reach maturity so that they can attain the dignity of self-support.

Surely the Government should strive for this objective rather than castigating labour for refusing to give up the right of free collective bargaining. Unemployment is the major problem today, particularly the lack of job opportunities for the youth of our nation.

In closing, he stated, on this Labour Day, may I suggest that management, labour and government accept their responsibility to youth by embarking on a realistic program to provide full employment opportunities for those students now entering the labour field.

Office of the

SECRETARY-TREASURER

Closing Date for Employes Supplemental Annuities

CLOSE TO AGE 65 OR OLDER? If so, know the following facts to avoid losing your rights to a supplemental annuity.

A supplemental annuity is payable by the Railroad Retirement Board to an employe who

Is age 65 or older

Has at least 25 years (294 months) of railroad service, and

Has a current connection with the railroad industry. The amount he can receive ranges from $45 for an employe with 25 years of service up to $70 a month for 30 or more years of service.

A supplemental annuity will not be paid to anyone who works in the railroad industry after his "closing date." *Any work you do in the railroad industry after your "closing date" will forever prevent you from receiving a supplemental annuity.* This includes work for a railroad labor organization as well as a railroad employer. This also applies to railroad service after you have already received a supplemental annuity if such service is performed after your closing date. Any work counts — 1 minute, 1 hour, or 1 month.

If your date of birth is before January 2, 1909, find your closing date in the table below. If your date of birth is after January 1, 1909, your closing date is the last day of the month following the month in which you attain age 65. *Keep in mind that you attain a given age on the date before your birthday.*

The Railroad Retirement Board makes the decision on your age. Have your date of birth established at the Board three years before you expect to be 65. Don't let there be any doubt about your date of birth. You do not want to discover too late, to get a supplemental annuity, that you are older than you think you are.

Take the records of your date of birth to the nearest office of the Railroad Retirement Board. Representatives will look at them and make a decision on your date of birth. You will get the decision in writing.

There is an exception on "closing dates." If on your closing date you have at least 23 years (270 months) but less than 25 years (294 months) of creditable railroad service, the closing date can be extended to the last date of the month you first meet all these qualifications. This exception does not apply if you are eligible for social security benefits, or become eligible before you acquire 25 years of service.

FOR SUPPLEMENTAL ANNUITIES
SCHEDULE OF CLOSING DATES

If Your Date of Birth Was in the Period	Your Closing Date Is
Before Jan. 2, 1903	Jan. 31, 1971
Jan. 2, 1903-Feb. 1, 1903	Feb. 28, 1971
Feb. 2, 1903-Mar. 1, 1903	Mar. 31, 1971
Mar. 2, 1903-Apr. 1, 1903	Apr. 30, 1971
Apr. 2, 1903-May 1, 1903	May 31, 1971
May 2, 1903-June 1, 1903	June 30, 1971
June 2, 1903-July 1, 1903	July 31, 1971
July 2, 1903-Aug. 1, 1903	Aug. 31, 1971
Aug. 2, 1903-Sep. 1, 1903	Sep. 30, 1971
Sep. 2, 1903-Oct. 1, 1903	Oct. 31, 1971
Oct. 2, 1903-Nov. 1, 1903	Nov. 30, 1971
Nov. 2, 1903-Dec. 1, 1903	Dec. 31, 1971
Dec. 2, 1903-Jan. 1, 1905	Jan. 31, 1972
Jan. 2, 1905-Feb. 1, 1905	Feb. 29, 1972
Feb. 2, 1905-Mar. 1, 1905	Mar. 31, 1972
Mar. 2, 1905-Apr. 1, 1905	Apr. 30, 1972
Apr. 2, 1905-May 1, 1905	May 31, 1972
May 2, 1905-June 1, 1905	June 30, 1972
June 2, 1905-July 1, 1905	July 31, 1972
July 2, 1905-Aug. 1, 1905	Aug. 31, 1972
Aug. 2, 1905-Sep. 1, 1905	Sep. 30, 1972
Sep. 2, 1905-Oct. 1, 1905	Oct. 31, 1972
Oct. 2, 1905-Nov. 1, 1905	Nov. 30, 1972
Nov. 2, 1905-Dec. 1, 1905	Dec. 31, 1972
Dec. 2, 1905-Jan. 1, 1907	Jan. 31, 1973
Jan. 1, 1907-Feb. 1, 1907	Feb. 28, 1973
Feb. 2, 1907-Mar. 1, 1907	Mar. 31, 1973
Mar. 2, 1907-Apr. 1, 1907	Apr. 30, 1973
Apr. 2, 1907-May 1, 1907	May 31, 1973
May 2, 1907-June 1, 1907	June 30, 1973
June 2, 1907-July 1, 1907	July 31, 1973
July 2, 1907-Aug. 1, 1907	Aug. 31, 1973
Aug. 2, 1907-Sep. 1, 1907	Sep. 30, 1973
Sep. 2, 1907-Oct. 1, 1907	Oct. 31, 1973
Oct. 2, 1907-Nov. 1, 1907	Nov. 30, 1973
Nov. 2, 1907-Dec. 1, 1907	Dec. 31, 1973
Dec. 2, 1907-Jan. 1, 1909	Jan. 31, 1974

The Astro Report

Program of "Creative Federal Involvement" in Railroading Proposed

A COMPREHENSIVE PROgram of "creative federal involvement" has been proposed by the nation's railroads to meet "the crisis in the rail industry."

Calling for a national policy that would treat all forms of transportation equally, the program was developed by America's Sound Transportation Review Organization, or ASTRO. The organization was established by the Association of American Railroads last fall to make an exhaustive study of present problems and future transportation needs.

Many Recommendations

The report recommended updated laws and regulatory procedure that would free railroads from restraints of the past; financial help or rights-of-way and equipment, recognizing that railroads can no longer perform their essential job without support such as their competitors have received; expanded federal research; and a rational approach to passenger service.

The report was released June 30 by former Florida Senator George A. Smathers, general counsel for Astro and Thomas M. Goodfellow, president, Association of American Railroads.

The 82-page document pointed out that the country's dependence on railroads will grow, but added, "It is starkly ironic that railroads have reached a low point in strength just as their national importance is being even more keenly sensed.

"The crisis, in the rail industry, is that it is rapidly losing its ability to find the money it needs for growth."

Noting that the industry should spend the staggering sum of $36 billion on capital improvements between now and 1980, the report said present earnings "are totally inadequate to sustain needed investment for the future, even with massive borrowings."

It rejected nationalization of the railroads as a solution. "This would entail enormous costs to the taxpayers," said ASTRO, citing estimates at acquiring railroad facilities alone as high as $60 billion, leaving untouched the great capital needs of the industry.

Endorse Loan Provisions

Mr. Goodfellow endorsed the Department of Transportation's emergency legislation for guaranteed loans to railroads, but added that "long-range solutions to the deep-seated problems of the industry must be developed if railroads are to meet the tremendous demands of the public in the upcoming decade."

Senator Smathers said, "The problems of the railroads can be laid directly to government favoritism of other modes and the constraints it has imposed over the years on the railroad industry.

Outmoded Federal Policies

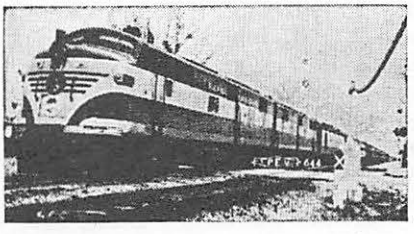
"Any course of action which ignores these conditions will be short-lived. Failure to cope with outmoded federal policies and unbalanced government promotion can only lead to a repetition of the events of the recent past, such as the Penn Central bankruptcy. Because the railroad industry operates as an integrated system, even the strongest carriers will be caught up in the chain of disruptions."

Senator Smathers also noted, "The report covers many areas and will engage all branches of government, as well as the industry itself, in a thorough appraisal of transportation policy."

ASTRO pointed out that only railroads are required to pay the entire cost of constructing and maintaining facilities they use, plus, at the same time, having to pay taxes on them.

All On Same Footing

To place all modes on the same footing, Congress was urged to establish a single transportation fund, to be used by all modes in furthering a balanced transportation system and to eliminate state and local property taxes on railroad rights-of-way since there are no such levies on competitors' facilities. ASTRO further pointed out the need to expand use of the road funds to eliminate highway-railway grade crossing hazards since this is essentially a highway problem, and to guarantee up to $400 million annually in loans for improvements of railroad rights-of-way.



Help Get Cars, Locomotives

Because an adequate equipment supply is also essential to the nation's commerce, ASTRO urged that railroads be assisted in acquiring needed locomotives and cars which they are unable to provide on their own.

It proposed that the government guarantee loans for such purchases, advance the 20 percent down payment required for the most advantageous financing, reimburse railroads for interest payments above four percent create a non-profit corporation to acquire a "free-running" fleet of general purpose and unassigned freight cars, and restore the investment tax credit for railroad equipment.

Just as it advocated balanced treatment of transportation facilities, ASTRO also made recommendations for even-handed regulatory practices and laws.

One Regulatory Agency

It proposed the creation of a single regulatory agency to oversee all modes of transport. Under current law, several agencies are involved in transport regulation. "This unique diffusion of power solidly blocks any attempts to regulate transportation as the national integrated system it should be, said ASTRO.

Other regulatory recommendations included:

—Greater rate-making freedom so railroads could lower rates to any level increasing earnings, and because of their present poor financial position, be permitted to institute an automatic rate increase of up to six percent annually,

—Experimental elimination of minimum rate regulation to determine whether it is really needed,

—Elimination of state regulation of rates since this constitutes "an

undue burden on interstate commerce,"

—Publication by all modes of transport of their rates on all commodities, except certain agricultural products,

—Speeding up approvals to eliminate little-used branch lines which do not meet avoidable costs,

—Expediting the merger process so full savings can be achieved, and

—Revision of laws barring establishment of total transportation companies combining land, air and water service.

In urging a broader federal program of research, ASTRO noted, "Practically all the railroads' competitors are the beneficiaries of huge government expenditures for research, development, testing and engineering programs."

Rails Short Changed

But, it said, less than four percent of transport research funds are allocated to the Federal Railroad Administration even though, "no less than other modes, the rail industry must also be abreast of technology if it is to survive."

Recommended was a federal commitment of $100 million annually over the next ten years for research into all phases of freight and passenger service.

Creation of a federally-chartered corporation to run intercity trains was seen as the overdue vehicle for rationalizing the intercity rail passenger structure. Further experimentation was deemed necessary to determine the future of dense population corridor operations.

Greater Public Sponsorship

Addressing itself to commuter service, the report cited it as essential from an economic and social standpoint, but called for greater public sponsorship of programs to revitalize such services.

While most of the report dealt with changes in government policy, it also declared that "railroad management and labor must make their own positive commitments" to the solution of industry problems.

Labor, Management Agree

A team of top railroad labor officials has expressed agreement in principle on the ASTRO report. Endorsement came at a meeting of a committee made up of leading railroad labor and management officials shortly after the report was made public.

"We're glad to lend our support to the ASTRO recommendations, which we feel represent a giant stride toward solving many of the problems of mutual concern to both labor and management," said George E. Leighty, chairman of the Cooperating Railway Labor Organization and head of the committee's labor team.

William B. Johnson, chairman of the Illinois Central railroad, who heads the management group on the committee, expressed the railroads' "gratification at the labor group's action." He noted that the committee was formed last year "with an eye toward the future—and toward the solving of mutual problems through being able to sit down and talk about them objectively and amiably.

"Now, with labor support for the ASTRO program, we can look for even more progress in the future, not only for the railroad industry, but for the public as well."

Labor members of the committee, in addition to Mr. Leighty, are Charles Luna, president, United Transportation Union; C. L. Dennis, international president, Brotherhood of Railway, Airline and Steamship Clerks; Harold C. Crotty, president, Brotherhood of Maintenance of Way Employees; and James Yost, president, Railway Employes' Department, AFL-CIO.

In addition to Mr. Johnson, members of the management group include Edd H. Bailey, president, Union Pacific; W. Graham Claytor, Jr., president; Southern Railway; John P. Fishwick, president, Norfolk and Western; Louis W. Menk, president, Burlington Northern; and Thomas M. Goodfellow, president, Association of American Railroads.

Page 1

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION
(Act of October 23, 1962: Section 4369, Title 39, United States Code)

Publisher: File two copies of this form with your postmaster.
Postmaster: Complete verification on page 2

Form Approved, Budget Bureau No. 46-R029

1. DATE OF FILING: September 29, 1970
2. TITLE OF PUBLICATION: The Signalman's Journal
3. FREQUENCY OF ISSUE: 10 times per year
4. LOCATION OF KNOWN OFFICE OF PUBLICATION *(Street, city, county, state, ZIP code)*: 213 West Madison Street, Waterloo, Jefferson, Wisconsin 53594
5. LOCATION OF THE HEADQUARTERS OR GENERAL BUSINESS OFFICES OF THE PUBLISHERS *(Not printers)*: 2247 West Lawrence Avenue, Chicago, Illinois 60625
6. NAMES AND ADDRESSES OF PUBLISHER, EDITOR, AND MANAGING EDITOR

PUBLISHER *(Name and address)*: Brotherhood of Railroad Signalmen

EDITOR *(Name and address)*: J. W. Walsh

MANAGING EDITOR *(Name and address)*: same

7. OWNER *(If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.)*

NAME	ADDRESS
Brotherhood of Railroad Signalmen	2247 W. Lawrence Ave., Chicago, IL 60625

8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES *(If there are none, so state)*

NAME	ADDRESS
none	

9. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES *(Section 132.122, Postal Manual)*
(Check one)

The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes: ☑ Have not changed during preceding 12 months ☐ Have changed during preceding 12 months *(If changed, publisher must submit explanation of change with this statement.)*

10. EXTENT AND NATURE OF CIRCULATION	AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	ACTUAL NUMBER OF COPIES OF SINGLE ISSUE PUBLISHED NEAREST TO FILING DATE
A. TOTAL NO. COPIES PRINTED *(Net Press Run)*	15,000	15,250
B. PAID CIRCULATION 1. SALES THROUGH DEALERS AND CARRIERS, STREET VENDORS AND COUNTER SALES	none	none
2. MAIL SUBSCRIPTIONS	12,000	11,925
C. TOTAL PAID CIRCULATION	12,000	11,925
D. FREE DISTRIBUTION *(including samples)* BY MAIL, CARRIER OR OTHER MEANS	2,900	2,871
E. TOTAL DISTRIBUTION *(Sum of C and D)*	14,900	14,796
F. OFFICE USE, LEFT-OVER, UNACCOUNTED, SPOILED AFTER PRINTING	100	454
G. TOTAL *(Sum of E & F—should equal net press run shown in A)*	15,000	15,250

I certify that the statements made by me above are correct and complete. *(Signature of editor, publisher, business manager, or owner)* Joseph A. Walsh Jr.

POD Form 3526 May 1968

National Health Insurance For Americans

By George Meany, President, AFL-CIO

I WANT TO REPORT TO you on Labor's Number One legislative goal—a goal not only for America's workers and their families, but for all the American people: rich and poor; young and old; black and white; employed and unemployed.

That goal is to upgrade America's standard of health; to establish a new and better system for delivering health care and health services to the people who need them.

Now we are not pretending to be doctors. We believe that only members of the medical profession should have any voice in medical decision. But while medical treatment is the doctor's business, health is everybody's business. The nation's health is the nation's business.

Labor has always believed that the right to a decent standard of health care has to be considered a basic human right. As long as that right is denied or abridged, this nation's promise to its citizens of the right to life, liberty and the pursuit of happiness cannot be kept.

A national health insurance program has been on the national agenda since early in the century. It was proposed as part of the original Social Security Act 35 years ago, but special-interest groups succeeded in blocking it. We have made some progress since then, a step or two at a time. We have succeeded in wiping out the barriers that once denied access to medical services because of color, race or national origin. We have succeeded in winning a measure of justice for the sick who also happen to be very old or very poor—these are the Medicare and Medicaid programs, for which labor fought very hard.

Those two programs helped, but not nearly as much as they should have. They didn't begin to do the job that must be done. That job must not be delayed any longer. The money barrier must be wiped out. We must stop restricting the right to life and health to those who can pay, and denying it to those who cannot.

On behalf of American workers and the American people, the AFL-CIO is going to devote as much of its energy and as much of its resources as may be necessary to see that the United States has a first-class system of comprehensive health protection for all its people. We will not rest until that task is complete.

Let me outline some of the facts that compelled us to make that decision:

Americans like to think of themselves as first among the family of nations in every branch of human endeavor. In health we are not number one, or number two either. We are a long way from ranking among the top ten, according to an official United Nations report.

Think of this:

There are 35 other nations where 10-year-old boys can expect to live longer.

There are 10 other nations where 10-year-old girls can expect to live longer.

There are 13 other nations where new-born babies have a better chance of survival.

These are averages. For the poor who live in city ghettos, matters are much worse. In nearly every area of human health we lag behind every developed nation in the Western world. And we are slipping farther behind every day.

We say the United States must be Number One in medical care. We can't avoid this step if the nation is to live up to its promise.

Now, there are those—as there always have been—who say America can't afford this. They are the same people who blocked national health insurance before, and who have fought every piece of progressive social legislation from the child-labor laws and minimum wages to Social Security, Civil Rights and Voting Rights. Their argument is always the same; good health is too expensive. Tax increases would wreck the country. Doctors would be regimented and worked to death for starvation wages. Socialism would inevitably follow. Those arguments don't hold water, any more than they ever have.

Let's take the question of money. If we are getting our money's worth, this would be the healthiest, longest-lived nation on earth, because Americans spend more on health care and health services than the citizens of any other nation—more in total cash, more per capita, and more as a percentage of gross national income.

We spend more than 60 billion dollars a year—nearly 7 percent of our gross national product—to be healthy. We spend about $300 a year for every man, woman and child in America in this way—far more than any of the nations that rank ahead of us—and we don't get our money's worth.

It is perfectly clear that we don't need to spend any more money to give this nation the finest health care in the world. We already spend enough to do that. So there must be something wrong with the way we spend our money. There must be something wrong with the way medical services are marketed and delivered. In the age of sophisticated computers, the medical profession still operates like an 18th century cottage industry. No other profession, no other craft or trade, is fragmented so chaotically and so wastefully.

Doctors, as small businessmen, spend about a fourth of their time on business details. Patients spend hours in waiting rooms, and more hours traveling from one specialist to the next. And the price we pay for what medical care we get is soaring out of sight. It is the fastest-climbing item of all the goods and services we buy.

Over the last 10 years, while prices in general rose 25 percent, doctor bills rose 50 percent. And hospital bills rose 150 percent. The $100-a-day hospital room is here, and the price is still going up.

Sickness-insurance programs are not doing the job. Unions work hard to win such programs at the bargaining table, only to find that they consume an impossibly high share of each economic settlement. Union members find that at best, these plans cover only a third of their bills, and the rest must come —somehow—out of their pockets.

And one American in four lacks even this protection. And for him, sickness means not only incapacity, but impoverishment, as well. As a result, very few patients go to doctors until they feel sick enough to

justify the expense in time and money.

Then, of course, the doctor has to ask whether the patient can afford the treatment he needs. Does he have money? Is he insured? Is he eligible for Medicare or Medicaid? Is his credit good? Those are not medical questions, and it is unfair that the doctor should have to let them influence his judgment. Under our present fee-for-service system, the doctor doesn't have any income until he has a sick patient who can pay his bill, or a third party to pay the bill for him.

We have heard a great deal about the shocking expense of Medicare and Medicaid, which were exploited as get-rich-quick schemes by some doctors.

But Medicare and Medicaid—and Blue Cross-Blue Shield and commercial insurance programs as well, are not really healthy-insurance. They are bill-paying insurance.

Under our present system, the doctor's income doesn't start until a bill is incurred. And if you write a blank check and guarantee that whatever bill is sent is going to be paid, it isn't reasonable to expect that bill to be a small one. Is it any wonder that some people whose bills are guaranteed receive services that are unnecessary? Or that some bills are submitted for services that are not performed? It's unfair to put that much strain on anybody's ethics.

Hospital costs are subject to similar pressures. Most of our community hospitals operate on a "cost-plus" basis, which means the higher their cost run, the more they feel justified in charging.

Americans learned something about cost-plus during World War II, when it was the basis for war profiteering scandals in several industries. Cost-plus does not encourage efficiency. And, of course, we shouldn't be surprised that many hospitals are overcrowded, because they lose money on every empty bed.

There are no incentives for the medical profession or the hospitals to hold costs down. And the insurance companies, too, find it easier to raise their rates than to complain at the shocking increases in medical and hospital charges. They operate on a cost-plus basis, too, and a larger cash flow improves their financial position.

All along the line, our present system has built-in mechanisms that increase prices and reduce efficiency. That is the system labor wants changed.

There is a better system. It is already serving about five million people, right here in the United States.

It is called prepaid group practice, and it is based on a very simple idea: You pay your health-insurance premium regularly to a medical group. In return, you get whatever medical care you need, without any exclusions or fine-print exceptions.

Prepaid group practice is based on the free association of doctors who band together in order to offer a comprehensive package of medical services to their subscribers. They contract to provide the whole spectrum of medical service—preventive medicine, clinical medicine and surgery, in-patient and out-patient and nursing-home care—and all the rest.

They centralize their business operations and they concentrate on the efficient practice of medicine. These doctors have found that they can contract to do all of these things for about $100 per patient a year. They can keep decent hours and pay themselves a bonus at the end of the year.

Their patients have fewer operations and spend less time in the hospital than the rest of the population, because the doctors and the hospitals that contract their services in this way have every reason to hold costs down: the money they save is their own.

Some doctors—like some patients—don't like to belong to a group. They have found other ways of providing quality health care while still controlling costs. One way is for medical societies to contract to provide health care to group subscribers. The subscribers choose from among the participating doctors and the medical society pays the doctor from its general fund on a fee-for-service basis. All the studies that are made—even those by people who want to prove it won't work — show that prepaid health care is making life better than ever before for doctor and patient alike. We believe it is time to make such programs available to all Americans, and we are supporting legislation to do just that.

A bill to make it possible has already been introduced by Congresswoman Martha Griffiths of Michigan, and it is supported by a number of her colleagues. On the Senate side, Senators Edward Kennedy of Massachusetts, John Cooper of Kentucky, William Saxbe of Ohio and Ralph Yarborough of Texas have submitted a similar bill, and they are gathering supporters, too.

There is nothing coercive about the program we want. It provides the freedom that Americans demand. Doctors can choose their patients. Patients can choose their doctors. Methods of payment are as open as methods of treatment. But it does provide that complete medical care—the best in the world—will be available to all Americans at reasonable costs.

Under the legislation we advocate, financing would be through the existing Social Security program. The unemployed would be exempt from payment but would receive all services.

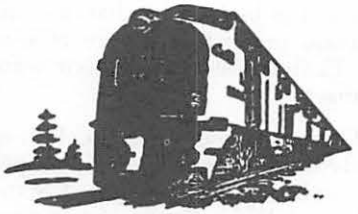
The whole program, providing vastly greater efficiency for both doctor and patient, providing complete, instead of partial, medical care, and covering every person in the land, would cost no more than we already spend. And the 60 billion dollars we spend for medical care would, for the first time, return 60 billion dollars' worth of medical care.

The old system won't do, any longer. That much is clear, even to the special-interest groups that have fought reform for generations. They have decided they can't avoid some sort of change any longer, and they are busy drafting bills to salvage as much of the old order as they can for their constituents. The American Medical Association has a program. The Chamber of Commerce and the insurance industry are working on theirs.

Special-interest bills are not what is needed. The trade union movement believes the emphasis belongs first on all the people who need medical care and can't get it, and then on providing that care in a way that is just and fair to them, and to the people who supply that care.

We are convinced that a majority of the American people, and a majority of Congress, agree that building the highest possible level of national health is a matter of the most urgent priority—that delay can no longer be tolerated. The answer is National Health Insurance. The AFL-CIO believes it can—and must—be enacted.

Railroad NEWS IN BRIEF



THE CANADIAN NATIONAL RAILWAYS have ordered equipment from the General Railway Signal Company for installing centralized traffic control on 96 miles of double track. Comprising 18 controlled locations, the new cTc will extend from Kingston to west of Dorval. Control will be from the traffic control center at Belleville, via System 4000, a GRS high-speed electronic coding system. The CNR has also ordered from GRS materials to add control of switches and signals at Caron, Ontario, to the Belleville center, a control distance of approximately 200 miles. Both these installations will use Model 55F dual-control switch machines and Type SA-1 searchlight signals. Line wire economies will be realized by transmitting the block indications via Type F2 Carrier.

ERIE LACKAWANNA is using a helicopter to pull wire into place on pole lines to speed work of upgrading communications and signal lines.

THE MISSOURI PACIFIC SYSTEM will order 500 new freight cars and 25 locomotives at a cost of about $16,000,000.

The new equipment will further expand and modernize the railroads' freight car and locomotive fleet.

This brings to 16,000 the number of new freight cars and to 373 the number of new locomotives the system has purchased since 1961, at a cost of more than $322,000,000 to improve its equipment.

THE DEPARTMENT OF TRANSPORTATION announced the award of a $872,630 contract for construction of an initial 9.8 miles of track at the Department's High Speed Ground Transportation Test Center near Pueblo, Colorado. Work is to begin immediately.

The contract calls for construction of 3.6 miles of access track to connect the Center with the Pueblo Army Depot and 6.2 miles of a track which will be used for testing of the Linear Induction Motor (LIM). The LIM, currently undergoing testing in Torrance, California, is expected to be the power source for future transportation systems such as the Tracked Air Cushion Vehicle.

The track will be constructed of high quality all welded rail and will be laid to an accuracy that has never before been accomplished.

The track is the first of several test tracks which will be built for testing of future high speed transportation systems such as the TACV and possible tube vehicle systems.

PENN CENTRAL TRUSTEES issued the following statement when announcing the selection of William H. Moore, executive vice president, operations of the Southern Railway System as president and chief executive officer of the Penn Central:

The Trustees have selected William H. Moore as president and chief executive officer of the Penn Central Transportation Company. Arrangements have been worked out with Mr. Moore, and the Trustees are submitting this appointment and the proposed terms to Judge John P. Fullam for approval. It is proposed that Mr. Moore will assume the presidency of the company on September 1 .

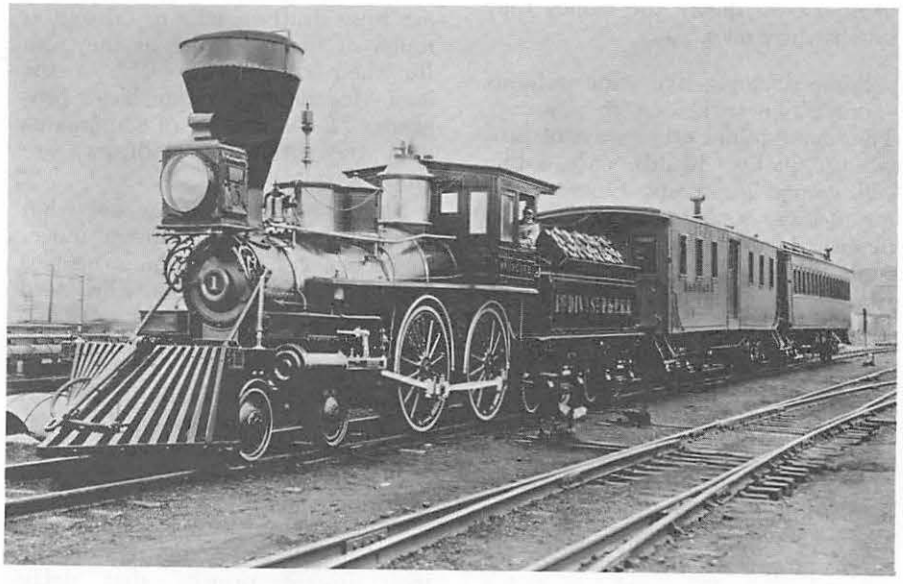
Mr. Moore's selection is the essential first step in getting the Penn Central back into effective operation.

He is a thoroughly experienced, tough-minded, get-it-done executive. He knows how to run a railroad, and has been doing it successfully for 25 years—as trainmaster, division superintendent, general manager, vice president in charge of operations, and most recently as executive vice president for operations of the Southern Railway System.

Mr. Moore's selection reflects the Trustees' recognition that reorganizing the Penn Central and refinancing it must start with making it an efficient carrier of both passengers and freight. The present situation is intolerable: with hundreds of miles of "slow order" track, congested terminals, run-down equipment, and duplicating personnel that have never really been "merged."

Mr. Moore will be given full responsibility for turning this situation around, and right now. His record makes him one of the best qualified men in the business to do this.

With Mr. Moore's selection, Penn Central is on its way again.



Out of Memory Lane on the Rails

Here's another scene out of the memory book of railroading. The engine is the "Wm. Crooks", built in 1861 by Smith & Jackson of Peterson, New Jersey. It was named after William Crooks, chief engineer of the St. Paul & Pacific Railroad, and it was the first locomotive to operate in Minnesota. It moved into regular train service on July 2, 1862.

SHANTY BANTER

Little Donald was pleased that the new neighbors had finally moved in.

Unfortunately, there was only one girl his age in the family. But his mother ordered, "Be nice to her."

A few days later, they happened to meet in the back yard.

"My name is Mary," she said.

"Mary!" he laughed, "so where's your lamb?"

"I knew you'd be funny, Donald," she replied. "You certainly look like a duck."

•

Educators complain that people spend more money on liquor than on education.

That is quite true.

Still, educators should understand that one can learn a great deal at a cocktail party.

•

After getting swept off their feet, it's surprising how many girls lose interest in brooms.

•

The family car lasts much longer after the children are married.

•

The "beautiful" one, complete with long stringy hair and splotches of dirt on his face, drove his daisy decorated car into the service station.

"Gas?" questioned the attendant, "or shall I just water your daisies?"

"Just gas it up," replied the beautiful one. "Please don't touch my daisies."

•

This country would have a lot fewer blonds if so many of them hadn't dyed so young.

The train came to a sudden stop. A woman passenger picked herself up off the floor and asked the conductor what had happened.

"We hit a cow," he told her.

"Was it on the tracks?"

"No," said the conductor dryly, "we had to chase it across a field."

•

This country has more than enough sin for any vice president to handle.

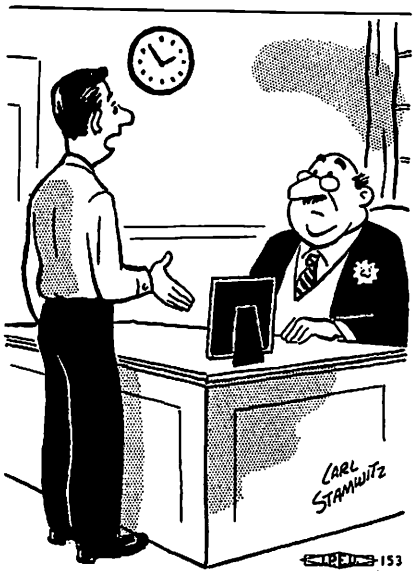
•

English guide: "Shakespeare's home has stood just like that for over three centuries. Little is done to change it."

Tourist: "Maybe we both have the same landlord."

•

The man who would know the answer to every problem need only ask his wife.



"The office staff respectfully requests, sir, that you turn your wife's picture away from the clock!"

W. C. Fields was known to have some bad mornings. A friend asked him on one of those mornings if he wanted a Bromo Seltzer. Replied Fields: "Oh no. I just couldn't stand the noise."

•

A woman's soft cushion is her husband's hard cash.

•

"What is college bred, Pop?"

"College bred, son, is a 4-year loaf made from the flavor of youth and his old man's dough."

•

Too often, the self-made man needs additional construction.

•

It's hard to believe that men will propose to a girl under a light they wouldn't even pick out a suit by.

•

Silence is not always golden. Sometimes, it is stupidity.

•

"Don't you say your prayers before each meal?"

"No, Mother is an extremely good cook."

•

If every argument had only two sides, there would be fewer arguments.

•

A happy marriage is when a couple is as deeply in love as they are in debt.

•

"Lots of people laugh one way and vote another."

•

Some wives are like baseball umpires; they never believe a man is safe when he's out.

By SIDNEY MARGOLIUS, for The Signalman's Journal

READERS CONCERNED over high gasoline prices this summer are now wondering whether some of the gadgets claimed to cut gas consumption actually can.

One man asks about the G. T. Energy Chamber, a fuel-line device widely advertised as providing "30 days of driving on a single tank of gas."

"With gas nearly 41 cents a gallon I sure could use something like this," he says.

He probably can't. Many devices claiming big gas savings have been debunked over the years. In the case of the G. T. Energy Chamber, the National Better Business Bureau advised us: "There is no evidence that the G. T. Energy Chamber provices any useful function in an auto engine which is not already provided by a properly working fuel pump and carburetor. The device is designed to save on gas under certain narrow conditions such as deceleration and gunning. It does not, as has been claimed, have any booster functions, and does not extract more piston driving power."

Another gadget for which fabulous claims were made, which has been shown to be wholly useless, is Unitron. In fact, the three promoters of Unitron who did business as Sperry Dynamics Corporation and Penn Owens, Incorporated, have been found guilty of mail fraud. They sold over a million dollars worth of these gadgets, the Post Office Department reports. One of the men, Monroe Caine, now also has been indicted on mail fraud charges for selling a "gas-saver" under the name of Reynolds Republic.

But even paying $6 for a purported gas-saving attachment with little or no usefulness is not as serious as the recurring promotions for auto "stabilizers" or "safety controls" which cost several hundred dollars.

One of the most persistent promotions has been for the "Gyro-Matic Safety Control". This is a metal bar weighing about 50 pounds which is suspended in the trunk of a car so that it has a slight end-to-end motion. It is promoted by a Texas company, Allstates Safety Control.

Distributors sell the "Gyro-Matic" for $298-$400. But auto accessory specialists consulted by the St. Louis Better Business Bureau estimate that it costs about $40 to make.

The Missouri Assistant Attorney General stated that claims made for the device's use of gyroscopic principles were not correct. The National Safety Council, which tested the device, found no circumstances in which it significantly improved car performance. In California, a consent judgment was entered in the Superior Court enjoining the distributor from making false claims in that state.

YOUR MONEY'S WORTH
by Sidney Margolius
WANT TO HAVE A GARAGE BUILT?
DON'T GET FOOLED BY UNUSUALLY LOW ADVERTISED PRICES LIKE $700 OR $800. BETTER BUSINESS BUREAUS WARN THAT SUCH LOW QUOTES OFTEN ARE NOT FOR THE COMPLETE INSTALLATION AND DO NOT INCLUDE FOUNDATION FLOOR, RATWALL OR SOMETIMES EVEN THE DOOR! IN SOME CASES SHOPPERS WHO INQUIRED ABOUT LOW-PRICED GARAGE ADS FOUND THEY WERE ASKED TO SIGN CONTRACTS FOR $2500-$3000 FOR A COMPLETE JOB THAT WOULD SATISFY LOCAL BUILDING CODES!
ALWAYS GET AT LEAST THREE ESTIMATES ON THE BASIS OF REALISTIC, WRITTEN SPECIFICATIONS BEFORE SIGNING FOR A HOME-IMPROVEMENT JOB.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE FARMWORKERS A.F.L.-C.I.O.
UNION MADE
ILGWU

Working people seeking to earn extra money also can get involved in the stabilizer promotions in another serious way. Stabilizers are one of a number of products and services (cosmetics, discount-house "founderships," Hong-Kong suits, etc.) being promoted by often ill-fated multi-distributor plans.

In these plans, the promoters seek investors at several levels who buy a certain number of units and then are supposed to get a percentage of the profit on sales made by lower-level distributors whom they recruit.

For example, an investor who buys 100 Gyro-Matic units for $12,000, becomes an "Executive Safety Distributor" and is supposed to make $50 apiece on each one he in turn sells to the "Direct Distributors" he recruits. The "Direct Distributor" must buy 30 units at an investment of $5,085 and gets $30 a unit on each sold to "Distributors". They must invest $1,995 for ten units, and are supposed to make $40 a unit. If they don't sell them, they just own a lot of stabilizers.

Another "auto stabilizer" sold on a multi-distributor plan is the "Safe-T-Trac." Recently the FTC complained both about the claims of effectiveness the Cincinnati promoters made for the device, and the claims of potential earnings from the multi-level marketing program.

The complaint charges that the company misrepresented that "Safe-T-Trac" is an effective safety device or will help increase traction or prevent skidding, or functions as a shock absorber, or that the performance claims have been substantiated by competent controlled tests, or that the "lifetime guarantee" is unconditional.

This program has four levels of investors. Their investments range from $289.50 for an "Associate Dealer" to $10,000 for a "Director". The so-called "Directors" can buy the units for $100. They are supposed to have a retail price of $289.50. The investors are supposed to get paid both commissions on sales of the units by the sub-distributors, and fees for recruiting other investors.

With all these fees and commissions, you can see how excessively priced these products are, and how hard the distributors, most of them selling these gadgets part-time, will push you to buy with a safety appeal. But even the safety claims are under serious question.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

THIS INFORMATION SHOULD BE FORWARDED TO PRESIDENT C. J. CHAMBERLAIN AT GRAND LODGE HEADQUARTERS.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., Suite 400, The Equitable Building
Tel. (404) 522-4229

Baltimore, Md. 21202. Savage, Jones, Tingle & Schwartzman, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. (201) 384-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.
Tel. (205) 328-8141

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. (617) 542-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. (312) 782-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. (216) 771-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. (303) 255-3603

Fort Worth, Tex. 76102. Winfred Hooper, Jr. Hooper, Steves & Kerry 200 Fort Worth Club Bldg.
Tel. (817) 335-9377

Fort Worth, Tex. 76102. George L. Schmidt, 810 Sinclair Bldg.
Tel. (817) 335-9782

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. (713) 526-1564

Houston, Texas 77002. Norman R. Jones, 1010 Houston First Savings Bldg.,
Tel. (713) 225-0663

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. (816) 421-5411

Kansas City, Kans. 66101. Payne H. Ratner, Suite 224, One Gateway Center Office Bldg., 5th at State Street
Tel. (913) 321-2619

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. (213) 629-2214

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard.
Tel. (213) 385-3601

Miami, Fla. 33130. Green and Hastings, 312 Biscayne Building, 19 West Flagler Street.
Tel. (305) 377-9481

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. (612) 339-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. (212) 986-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. (415) 451-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. (412) 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. (801) 364-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.
Tel. (512) 227-7565

Seattle, Washington 98104 Piehler & Allerdice 924 Arctic Bldg.
Tel. (206) 624-4700

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. (315) 422-0303

Tucson, Ariz. 85719. John P. Somers, 2016 East Broadway
Tel. (602) 623-6111

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. (601) 636-5561

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. (316) 262-6423

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Tel. (316) 264-0346

How to Estimate Your Retirement Income Under the RRA

ALTHOUGH YOUR EXACT railroad retirement income can be determined only after you actually retire and file your application, it is important for you to have a good idea of what your annuity amount will be when making your retirement plans. The following questions and answers, which take into account the recent temporary 15-percent increase, should help you determine the approximate monthly rate of your retirement annuity.

1. *What information is needed to estimate my regular and supplemental railroad retirement annuities?*

Most regular employe annuities are computed under the standard railroad formula. To estimate the amount of your annuity under this formula, you must know the number of years of service you have to your credit and your monthly compensation for those years of service. The amount of your regular annuity will then depend on whether you are also eligible to receive a supplemental annuity.

2. *What is meant by "years of service" and "monthly compensation?*

Your "years of service" are the total number of months of your creditable railroad service divided by 12. If you have more than 120 months, any remainder of 6 months or more is counted as a full year of service. For example, 25 years and 6 months count as 26 years, but 25 years and 5 months count as 25-5/12 years. The maximum service creditable is 30 years of service if service before 1937 is included, but there is no limit on the number of years of service after 1936 that may be counted. Military service included in your years of service is credited at the rate of $160 a month for service during 1937-67 and $260 a month for later service.

Your "monthly compensation" is the figure you get when you divide your total creditable railroad compensation by the total number of months included in your years of service.

3. *Where can I get a record of my months of railroad service and total creditable earnings after 1936?*

For service performed after 1936, this information is shown on your Form BA-6 (Certificate of Service Months and Compensation), which is distributed by railroad employers in May or June of each year. Credits for military service are not shown on the Form BA-6.

4. *If I know my monthly compensation and years of service, how can I estimate the amount of the railroad retirement income of myself and my wife?*

You can get a good idea of the amount of your retirement income by using the tables below. Your wife's annuity will be equal to one-half of your regular annuity (before any reduction), but not more than $138 as of January 1970. A wife's annuity is reduced for retirement before age 65 if she is not caring for a child under age 18 or a disabled child. The tables should be used as follows:

Table 1—Employe only, supplemental annuity not payable

Table 2—Employe and wife, supplemental annuity not payable

Table 3—Employe only, supple-

Table 1.—Examples of Retirement Annuities
Emplye Only.—Employe Not Receiving Supplemental Annuity

Monthly compensation	Years of Service							
	10	15	20	25	30	35	40	45
$200	$ 77	$108	$138	$169	$200	$231	$262	$293
250	89	125	161	197	233	269	305	341
300	101	142	183	225	266	307	348	389
350	113	160	206	252	299	345	390	431
400	125	177	228	280	331	383	428	472
450	137	194	251	307	364	416	465	514
500	150	211	273	335	395	449	502	556
550	162	229	295	362	423	482	540	598
600	176	248	320	391	454	517	579	642
650	191	268	345	417	484	552	619	686

Table 2.—Examples of Retirement Annuities
Employe and Wife.—Employe Not receiving Supplemental Annuity

Monthly compensation	Years of Service							
	10	15	20	25	30	35	40	45
$200	$115	$161	$208	$254	$300	$347	$393	$431
250	134	188	242	296	350	404	443	479
300	152	213	275	337	399	445	486	527
350	170	239	309	378	437	483	528	569
400	188	266	343	418	469	521	566	610
450	206	291	376	445	502	554	603	652
500	224	317	410	473	533	587	640	694
550	243	343	433	500	561	620	678	736
600	264	373	458	529	592	655	717	780
650	286	402	483	555	622	690	757	824

Table 3.—Examples of Retirement Annuities
Employe and Wife.—Employe Receiving Both Regular and Supplemental Annuity

Monthly compensation	Years of service				
	25	30	35	40	45
$200	$204	$258	$287	$317	$348
250	230	289	323	358	395
300	256	320	358	400	441
350	282	350	394	441	483
400	308	381	430	478	523
450	334	412	465	514	563
500	361	444	496	550	604
550	389	474	529	586	644
600	419	505	564	623	684
650	446	535	599	663	727

Table 4.—Examples of Retirement Annuities
Employe and Wife.—Employe Receiving Both Regular and Supplemental Annuity

Monthly compensation	Years of service				
	25	30	35	40	45
$200	$289	$358	$403	$448	$486
250	329	406	457	496	533
300	369	453	496	538	579
350	408	488	532	579	621
400	446	519	568	616	661
450	472	550	603	652	701
500	499	582	634	688	742
550	527	612	667	724	782
600	557	643	702	761	822
650	584	673	737	801	865

mental annuity payable

Table 4—Employe and wife, supplemental annuity payable

All regular annuity amounts were computed under the standard railroad formula. The amounts shown are before any reduction for retirement before age 65 or for entitlement to social security benefits. In some instances, particularly for 10 and 15 years of service, larger amounts may be payable under a special guaranty provision (see question 7). Also, the supplemental annuity part of the amounts in tables 3 and 4 will be reduced if you receive a pension under a private plan financed wholly or partly by your employer.

5. *How will the reduction of my annuity be figured if it is a regular annuity of a nondisabled employe who retires at ages 62-46 with 10 to 29 years of service?*

Your annuity will be reduced by 1/180 for each month you are under 65 when your annuity begins. For example, at age 62, the reduction is 36/180/1/5 of the full annuity.

6. *I will be entitled to a social security benefit as well as a railroad retirement annuity. How can I estimate my railroad retirement annuity from the table?*

You can only estimate your railroad retirement annuity very roughly by subtracting 30 percent of your estimated social security benefit from the amount applicable to you shown in the tables. In some cases the amount subtracted will be less than 30 percent.

7. *In addition to the standard railroad formula, are there any other formulas under which my regular retirement annuity may be computed?*

Yes. Your annuity may be computed under some other provision of the law if it produces an annuity higher than the amount computed under the standard railroad formula. The most important other method is under a special guaranty provision. This guaranty assures you that the total monthly benefits to you and your family will always be at least 10 percent more than the amount, or the additional amount, you could have received if your railroad service had been covered by the Social Security Act. This formula is used in only a small percentage of retirement cases and therefore was not discussed here.

Local 116 Members Appeal To Brothers For Help

BROTHER T. J. HEARD OF Local 116 recently requested the aid of the Signalman's Journal to appeal to all members of the Brotherhood of Railroad Signalmen to help a Brother Signalman.

On July 25, 1970 Signal Maintainer Gary Boss' wife, Edith, was volved in a serious automobile accident. Mrs. Boss is hospitalized in the Kansas City Medical Center and is paralyzed from the waist down.

When Mrs. Boss is released from the hospital she will be confined to a wheel chair for the rest of her life.

The members of Local 116 have started a fund to help Brother Boss with the tremendous expense that he now has. The local would also like to purchase a wheel chair for Mrs. Boss when she is released from the hospital.

Because Local 116 is a small local on the M-K-T, Missouri-Kansas-Texas Railroad, the members are appealing to all the members of our Brotherhood to assist them in this worthy project.

Brother Heard stated the Bosses do have two small children and it is very important that the mother have the very best wheel chair available to get around her home.

The members of the local stated that any donations will be appreciated.

Donations may be sent to:

Gary Boss Fund
T. J. Heard
Rte 3, Box 158-1A
Muskogee, Okla. 74401
Tel. (918) 682-7132

Senate Votes 10 Percent Social Security Increase

A BATTLE IS NOW SHAPING up in Congress as to how generous it will be in improving social security benefits as called for by organized labor and the National Council of Senior Citizens.

The House already has passed a weak bill calling for an increase of 5 percent in benefits, a boost in minimum benefits from $64 a month to $67.50, and an increase of the wage base from the current $7,800 a year to $9,000.

More in line with what labor has been calling for is a bill being drafted by the Senate Finance Committee which would raise benefits by 10 percent, would set the minimum at $100 a month and would set the wage base at $12,000 a year.

The Senate committee has yet to act on other aspects of the social security changes including such matters as financing of the increases, a cost-of-living clause and liberalizing of the amount of money a beneficiary could earn before losing benefits.

As happened during previous changes in the Social Security Act, the Senate will probably vote for a measure considerably more liberal than the House with the final bill being decided in conference. This, of course, is likely to result in a compromise which will still leave much to be accomplished.

The AFL-CIO, for example, has called for an immediate 10 percent increase in benefits, a future increase of 20 percent by 1972, a two step increase in the minimum from $90 the first year to $120 the second, an increase in the wage base to $15,000 and the systematic introduction of financing from general revenues without undue increases in premiums paid by workers and their employers.

RACO Appoints Representative

RAILROAD ACCESSORIES Corporation announced the appointment of Mr. W. B. Clinton as sales and service representative. Mr. Clinton began his railroad service as a signal helper in June, 1956 on the Detroit, Toledo and Ironton Railroad, with promotions to signal draftsman in 1959, to Assistant Engineer Signals and Communications in 1963. In 1967, he was promoted to Engineer Signals and Communications. Mr. Clinton will headquarter in the St. Louis area with residence in St. Charles, Missouri.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Santa Fe

Cimmaron, N.M. (161). The Second Annual Reunion and picnic of Local 161, their families and guests, was held over the Labor Day weekend in Cimmaron Canyon. Sixty people attended—some towed camp trailers, others brought tents, station wagons equipped with sleeping bags, and even a converted school bus—to set up a small village.

The group spent three days, fishing, hiking, pitching horse shoes, traveling to points of interest in the vicinity, singing, playing card games, wading in the creek and visiting. Sunday night was highlighted by a fish fry, with over fifty fish cooked over a campfire. It was the first time some of these brothers had seen each other in several years.

Our retiring General Chairman, William H. Lewis, made a special trip from St. John, Kansas to be with us. After two days of trying his luck fishing, Brother "Bill" decided that cards was his best sport, to the chagrin of several brothers.

Those attending were: Signal Maintainers, Mr. & Mrs. Joe Malovich and daughter, Vera Lee, Raton, N.M.; Mr. and Mrs. Howard H. Sparks, Raton, N.M.; Mr. & Mrs. Loring Clark, Springer, N.M.; Mr. & Mrs. Tom Floyd and daughter, Doris, Las Vegas, N.M.; Mr. & Mrs. J. D. "Cowboy" Williams and son, James, Las Vegas, N.M.; Mr. & Mrs. Dave Reif and sons, Scott and Danny, Trinidad, Colo.; Mr. & Mrs. Bill Spencer and daughter, Sally, and son, Sam, Colorado Springs, Colorado; Mr. & Mrs. Ralph Prather and daughter, Carrie, Garden City, Kansas; Mr. & Mrs. Melvin Engler and son, Mark, Cimmaron, Kansas; Signal Inspectors: Mr. & Mrs. Alva East, Raton, N.M.; Mr. & Mrs. M. K. Turner and daughter, Cindy, La Junta, Colorado; Mr. & Mrs. Witt Harwell and Jon, La Junta, Colorado; Signal Helper and Mrs. Robert Rhodes, Socorro, N.M., retired Ass't Signal Supervisor & Mrs. Ralph Russell, Springer, N.M.; Signal Supervisor and Mrs. T. G. Rhodes, Clovis, N.M.; Assistant Signal Supervisor and Mrs. Glen Sette, La Junta, Colorado; Circuit Designer & Mrs. Walt Seedig and sons, Rusty and Rex, Amarillo, Texas.

Guests included: Signal Clerk and Mrs. Burch Ritter, La Junta, Colorado; Diesel Supervisor John York and son, Raton, N.M.; Communications Lineman Roy Finley, Chicago, Ill.; Mrs. R. L. Wooton and Steve, Charlotte, Arletta, Cheryl, family of Brakeman R. L. "Dick" Wooton, Las Vegas, N.M.; Mr. & Mrs. Carl Woodard, grade school principal, Raton, N.M.

Special thanks go to Mr. & Mrs. Howard Sparks for making necessary arrangements for campsite location.

Reluctantly, the group began bidding goodbye Monday morning to return to their homes. Plans are already underway for another get-together Labor Day weekend, 1971.

Witt Harwell

Norfolk & Western

Decatur, Ill. (55). A very interesting meeting was held at Decatur, Illinois on July 18 with seven members present.

It is a bit frustrating to have so few members present when we meet in Decatur twice a year. We have such a great potential with so many members living and working in this area, surely our members could spare four hours a year.

The success of any organization depends on the participation of its members and this is true of our Brotherhood. There is more than just the paying of dues; we should get together, discuss our various problems and try to resolve them.

It is difficult to understand why the young member is not active and our older ones will not participate in something which is definitely a very integral part of their lives. We should take pride in the fact that we are a union, united in a cause.

The families of the members of Local 161 who attended the reunion and picnic over Labor Day weekend in Cimmaron Canyon are shown above.

The members of Local 161 held their second annual reunion over Labor Day weekend. Among those attending were, front row, left to right: T. G. Rhodes, R. F. Prather, H. H. Sparks, J. D. Williams, M. R. Engler, T. R. Floyd and J. S. Malovich. Standing, left to right: W. B. Harwell, A. J. East, L. Clark, R. E. Russell, W. G. Seedig, D. Reif and W. W. Lewis.

We had a very enjoyable Signalmen's picnic at Mark Twain Park, Hannibal, Missouri with some 70 persons attending. Old acquaintances were renewed and some new ones were made. In all, we had a good day. Everyone attending enjoyed themselves.

Brother Sam Martin and I attended the 38th Triennial Signalmen's Convention in Las Vegas, Nevada. We would like to thank our members for electing us as delegates. We took an active part in all discussions and voting and was happy to see the Democratic way of life prevailed at this convention.

This was my fifth and last convention and I feel that it has been a rare privilege and honor to have worked with so many delegates over the years. At all times in every convention, all of the delegates have conducted themselves as gentlemen on the convention floor and this is a rare trait in this day.

Brother R. E. Seitz, who held the maintainer position at Albia, Iowa retired on May 31. This brother has served the carrier, former Wabash, and the Norfolk & Western for 30 years in the signal department and several years in the track department.

We wish him and Mrs. Seitz many happy years of retirement.

We have had several job changes:

SIGNAL MAINTAINERS

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The Signalman's Journal
2247 W. Lawrence Ave.
Chicago, IL 60625

Brother W. N. Sharp has the signal maintainer position at Albia, Iowa; Brother L. A. Hawn has the signal maintainer position at Mexico, Missouri; and Brother Tom McVay has the maintainer position in Montgomery City, Missouri.

In reporting on our gangs: Stanley Vitek's gang is at Lafayette, Indiana; W. B. Ritchie's gang is at St. Louis, Missouri working on the Luther Blue flag job; J. G. Shadrick's gang is at Jacksonville, Illinois; and R. O. Rose's gang is working at Hannibal, Missouri.

With our test foremen: Brothers J. F. Lawrence is working west of Decatur, Illinois; Homer Duff is working west out of Moberly, Missouri; M. W. Handley is working east out of Moberly, Mo.; R. J. Flugaur is working north of Decatur, Ill.; J. G. Sharp is working West out of Fort Wayne, Indiana; and J. E. Lennon is working east out of Fort Wayne, Indiana.

J. F. P.

B&O-L.W.

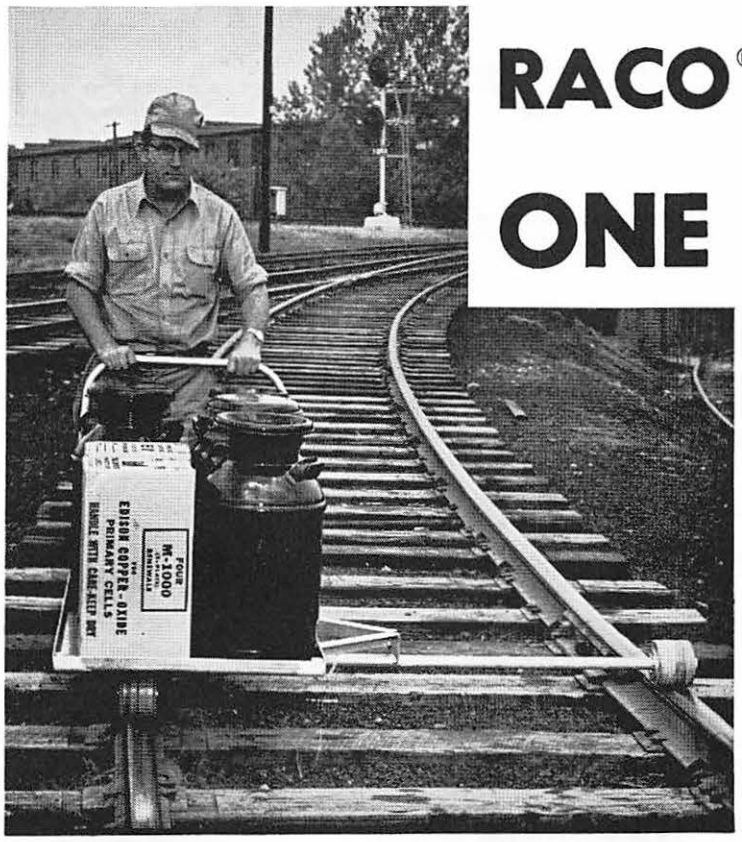
Dayton, Ohio (94). Our quarterly meeting was held on October 17, 1970 at the TraveLodge Motel, Dayton, Ohio. The meeting was called to order and opened by Chief Signalman H. W. Rupp. Nineteen members and officers answered to roll call. R. E. McCord, retired, of Local 94; J. R. McDonald, general chairman, and Dale Leonard, trustee, General Committee of Local 31, were also in attendance.

Minutes of the last meeting were read by the secretary and approved.

Thirteen new members were voted upon and accepted.

Former General Chairman, Brother H. C. Guscott, has taken disability retirement. D. H. Kelley is still on the sick list and G. E. Clayton returned to work on October 10.

Communications were read by the



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secretary and approved. Financial report was given and accepted on a motion by John Cobel, seconded by F. M. Collier.

A motion by D. J. Hammond to increase dues $9.00 per quarter per member effective January 1, 1971 was seconded by Everett Ralstin. A secret ballot vote was taken and the motion carried by twelve "yes" to seven "no" vote. Beginning January 1, 1971 dues will be as follows per quarter: signal foreman and signal inspector, $30.00; leading signalman, leading maintainer, signalman, and maintainer, $29.00; assistant signalman and signal helpers, $28.00; officials holding membership cards, $21.00.

Our new General Chairman, J. R. McDonald, discussed several cases that are pending and the status of each. He also commented on future proposals that transpired during the convention.

Next quarterly meeting will be in Cincinnati, Ohio on January 16, 1971 at the Sheraton-Gibson Hotel. There being no further business the meeting closed in due form at 12:30 p.m.

G. F. Hammond

Great Northern

On September 11 a group of about 80 people gathered at the Moose Club in Minot, N.D. to honor Brother Ted Gathman and his wife, Bernice, on Ted's retirement from the Great Northern Railway after 42 years of service.

Ted and his brothers, George and Ed, had a total of 104 years service with the Great Northern. Ed, who also is enjoying his retirement, and Ted were members of Local 154 since it was chartered.

Ted was presented a cash gift and a plaque which read as follows: "To Ted after 42 years of faithful service, October 10, 1938 to Aug. 15. 1970, and to Bernice, his wife, the best cook in Berthold."

The officers and men of Local 154 want to wish Ted and his wife many years of happy retirement. They also want to thank Brothers Lloyd Carlson, Laurence Dykhoff and Red McConn for making this party a success.

Robert F. Richardson

Santa Fe

Los Angeles, Calif. (156). On the Fourth of July approximately fifty guests gathered to celebrate the 50th Wedding Anniversary of Brother and Mrs. J. R. Dockery.

Daughters, Mrs. E. H. (Betty) Heimer and Mrs. Kathleen Rice and son-in-law, Ed. Heimer, hosted a champagne punch and buffet supper at the Heimer's Brentwood home.

Brother Dockery, a member of Local 156, retired on June 19, 1964 after completing over 40 years of service on the Santa Fe. Brother Dockery was employed as signal maintainer, San Bernardino, Calif., at the time of his retirement.

The honored couple were presented with a miniature Santa Fe train loaded with over $300 worth of ten dollar bills. Contributions to the "train" were listed on an official bill of lading. They also received over 100 cards and letters from family and friends across the country.

Guests affiliated with the Santa Fe included Mr. and Mrs. Keith Vose of San Bernardino; Mr. and Mrs. Harry Foye of Long Beach; Mr. and Mrs. C. H. Long of Laguna Hills; Mr. and Mrs. Wesley Doak of Colton, and Mr. and Mrs. Stephen Moffitt of San Bernardino.

Brother and Mrs. Dockery were reported in good health and enjoying their retirement. Ed.

General Chairman Bob Richardson, on left, joined many of the members of Local 154 who gathered to honor Bernice and Ted Gathman on Ted's retirement from the Great Northern.

Mr. and Mrs. J. R. Dockery recently celebrated their 50th Wedding Anniversary. Brother Dockery is a retired signalman from the Santa Fe.

L&N General Committee Meet in Tennessee

Bowling Green, Ky. The L&N General Committee held a meeting on September 26 at Gatlinburg, Tennessee. The meeting was called to order at 9:00 a.m. and opened with a prayer given by Brother C. E. McNeal, a visitor from Local 158.

The first order of business was the seating of newly elected officers: A. H. Royer, local chairman-signalmen and H. Coughran, local chairman-communications, from our new Local 25, also W. D. Huggins, local chairman of Local 137.

Local chairmen present included: (67), P. E. Brumfield (71), J. D. McDonald (158), D. B. Cochran (176), E. L. Sandusky (13), F. E. Williams E. L. Oliphant (208), and J. B. Cahal (21).

We were honored to have Vice Presidents T. H. Gregg and J. T. Bass present at this meeting. Also attending was Vice President C. S. "Chuck" Chandler, who was vacationing in the area and stopped by to say hello and wish all a successful meeting.

Other visitors attending the meeting were: Brothers A. B. Branson, C. E. McNeal, C. D. Wilcox, and R. L. Collins of Local 158, and Brothers Johnny Hibbard and Jerry Henning of Local 207.

After all were introduced and made welcome, Brother Chandler was introduced and gave a brief address. This committee was most pleased to have Vice President Chandler visit us and welcomes his return at any time.

The minutes of our previous meeting were read and approved.

The general chairman advised that Travelers Insurance would have representatives available to attend local meetings, when requested, to explain

the hospital contract and work out any problems our membership may have. This is one area where we have many problems and locals should take advantage of this offer.

A letter from President Chamberlain to the general chairman was read by the secretary. He expressed his regrets that he was unable to attend and wished the committee a successful meeting.

The general chairman reported on all claims now being progressed. One claim for the assignment of the installation and maintenance of A.C.I. equipment is now at the Railroad Adjustment Board and a second claim is being progressed on the property.

The Vacation Agreement was discussed and one very important item was noted. That is, when a maintainer is required to perform 25 percent or more of his time on a vacationing maintainer's territory, he is entitled to punitive 1½ time rate for assuming this extra burden. Claims should be filed and records kept by all maintainers who are used in such manner.

Vice President Gregg gave an interpretation of appendix (N). This rule allows overtime for a portion of the noon meal period in the absence of a cook.

There was a discussion on the merger of L&N and C&EI agreements, also on the bulletining of 11 lead signalmen positions in the Signal Repair Shop.

The committee voted to instruct the general chairman not to accept collect telephone calls.

A motion carried that a strict policy be followed in applying the Union Shop Agreement. This matter will be handled by local secretaries.

The general chairman advised he would send a letter to the membership before the first of the year, advising all of the Union Shop Agreement, collect phone calls and other general matters.

Vice President Bass addressed the afternoon session and expressed his confidence in the L&N General Committee and advised that Grand Lodge stood ready to assist us at all times.

The general chairman, on behalf of the entire committee, extended best wishes to Vice President Bass as he assumes his new assignment in the Western Region.

Vice General Chairman E. L. Oliphant resigned for personal reasons. Brother Wynn was elected to fill the term of office that will expire November 1972.

Vice President T. H. Gregg addressed the committee and reported on the status of our current wage movement. He stated we are not happy with the delay we have encountered in progressing our wage and fringe benefit notice but we will see that the settlement is retroactive to the date set in the notice.

He also informed us that we have a great organization and our Grand Lodge is the best.

He went on to tell how the $6.50 increase in per capita tax, voted by our 1970 convention delegates, would give us the finances to continue moving forward.

"How was I to know he was one of the fellas I scabbed on when I was strikebreakin'!"

We were also cautioned on the importance of our support and vote at our convention when we are helping to elect a Grand Lodge Vice President. The man we elect should have the experience and knowledge to fill this job.

Brother Gregg is an asset to any brotherhood meeting; his guidance is always most helpful.

In reporting that our next brotherhood convention will be held in New Orleans, Louisiana, General Chairman Flowers noted this city is served by our railroad. Because of this we should make a special effort to have every local represented at this convention. Our committee is allowed 23 delegates to the convention. It was suggested that all locals start making plans now to see that they are represented by the maximum number of delegates allowed under our constitution at this convention.

The committee voted to hold general committee meetings on a different division each year. The committee selected Birmingham, Alabama as the site of our 1971 General Committee meeting. It will be held in October on a Saturday.

Brothers Flowers and Wynn are to set a definite date and make final arrangements after checking available accommodations.

A special thanks is extended to our Grand Lodge Officers who attended and to Brothers Gregg and Bass who conferred with us on Friday and Saturday nights.

Also to Brother J. D. McDonald for making the arrangements for our meeting at Gatlinburg and Brother Wynn for serving as secretary. And to all members who took the time to visit and attend this meeting, my promise that at future meetings, I will not wait as long before giving the guests an opportunity to address the committee.

In closing, your general chairman wishes to express his sincere appreciation to the committee for their cooperation and interest that made this meeting a true success.

R. B. Flowers

The members of Burlington Northern Local 154 recently honored Brother and Mrs. Arthur Jendro at a retirement party in Hinckley, Minnesota. Mr. and Mrs. Jendro are shown above with the gifts presented by Brother Jendro's fellow workers.

Illinois Central

Dubuque, Iowa (29). Brother A. J. Louder, local chairman on the Illinois Central's Iowa Division-West, recently was presented with a 25 year service pin and beautiful gold pen and pencil set. The pen and pencil bear the inscription, Quarter Century.

General Chairman B. J. Woodruff reported that the presentation took place when both Brothers Woodruff and Louder made a visit to the Iowa Division office at Waterloo, Iowa.

Also present when Signal Supervisor D. G. Murphy made the presentation were Division Engineer, R. B. Birkett and Signal and Communications Supervisor C. H. Owens.

Brother Louder began his signal career on June 16, 1945, at the age of 17. He was promoted to signal foreman in 1953, a position he held until 1967. He now holds the traveling maintainer's position at Cedar Falls, Iowa.

Brother Louder reports that he and his assistant maintain 38 miles of ATS and 120 miles of crossing protection devices.

General Chairman Woodruff appreciated the warm welcome he received during his visit to the Iowa Division by both the officers and members of Local 29. B.J.W.

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When you are planning to move, please let us be the first to know. If you fail to notify us, the Post Office Department tells us that your copy of *The Signalman's Journal* was undeliverable. The government charges for this service. Please take the time to fill in one of the change of address forms provided in each issue and promptly return it to us. Be sure and give us your proper Zip Code as new post office regulations require that all magazines be addressed with the proper Zip Code. If you will help us in this matter, you will save your Brotherhood money and assure yourself of uninterrupted delivery of the Journal.

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Obituary

Charles Barger, retired member of Local 94, Baltimore and Ohio Railroad, passed away Saturday, October 17. He was 64.

The officers and members of Local 94 wish to express their sympathy to his family and friends.

G. F. Hammond

Max Ferguson, member of Local 156, Atchison, Topeka & Santa Fe Railroad, passed away September 25 at the Santa Fe Coast Lines Hospital. Max had been off work since the first of the year with a lingering illness.

He was a chief signalman and had been in the signal service on the Los Angeles Division of the Santa Fe since February of 1942. Prior to that he worked for the Signal Department of the Santa Fe in Kansas.

We will all miss Max as he served us faithfully and was a credit to our Brotherhood. Members of Local 156 extend their sympathy to his widow, Juanita, and members of his family.

Richard R. Van Vacter

Brother A. J. Louder, on left, local chairman on the I.C.'s Iowa Division was recently presented with a 25 year service pin by Signal Supervisor D. G. Murphy.

Local 31 Has New Financial Secretary

The officers of Monumental City Local 31 have notified the Journal that Financial Secretary George A. DeLozier has retired and Fourth Quarter dues should be sent to the new Financial Secretary at the following address:

Dale Leonard,
Financial Secretary
Rt. #2, Box.246
Connellsville, Pa. 15425

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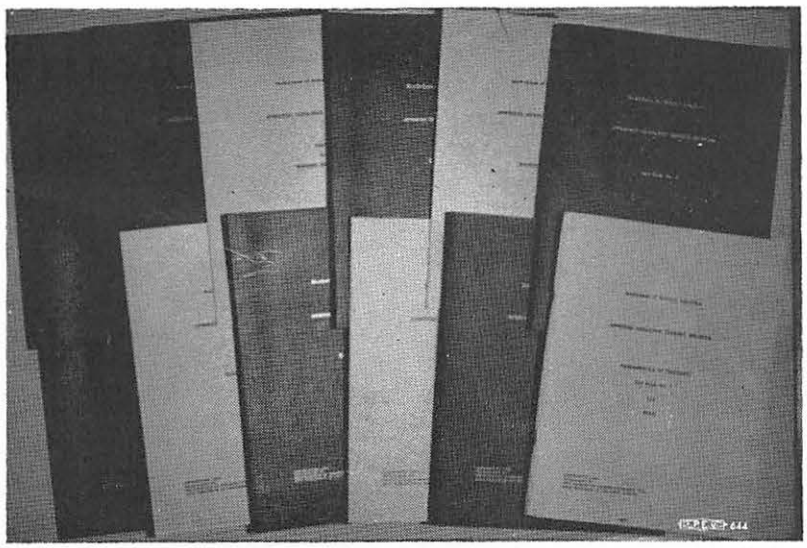

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Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. R. T. Bates, Secretary-Treasurer
Brotherhood of Railroad Signalmen
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